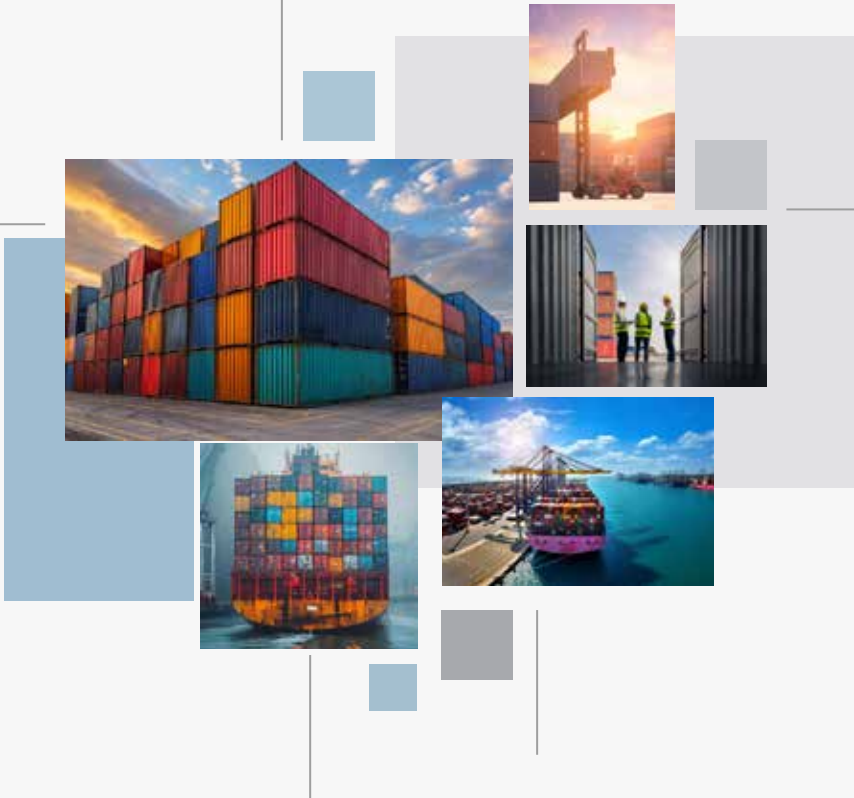




SOUTH ASIA **CONTAINER MARKET REPORT** **2026**

maritime
gateway

By

Drewry

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Lynkit is a supply chain automation company serving companies such as DHL, CMA CGM, Samsung, H&M, LG Electronics, Dixon, Siemens, Haier, and 5000 others through its 6 products. Lynkit is on a fast growth track since its inception in February 2017, with rapidly expanding projects in RFID, BLE, real-time kinematics, blockchain, process automation, GNSS tracking, warehouse and port automation systems, and freight procurement.

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- Best Company (Dubai) – Internet 2.0
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- KPMG India Winner – Global Tech Innovator 2023
- Top 10 Blockchain Startups – CIO Magazine
- Nasscom Emerge 50 Award
- Forbes DGEMS Select 200 – Fastest-growing 200 companies with global potential.



FOREWORD

The year 2026 finds the container shipping and logistics industry navigating a world that is no longer defined by a single dominant narrative, but by overlapping forces of geopolitics, restructuring supply chains, decarbonisation imperatives, and accelerating digitalisation. The aftershocks of what unfolded through the early 2020s continue to shape today's market realities. The capacity surge by shipping lines in the post-pandemic period, the subsequent softening of freight rates, persistent geopolitical tensions, and the gradual re-ordering of global manufacturing footprints have together redefined how cargo moves, where it moves, and through which gateways.

South Asia has emerged as one of the most consequential theatres in this evolving landscape. As companies diversify sourcing beyond traditional centres, the region is increasingly being viewed not merely as a consumption market, but as a critical production and transshipment ecosystem. Trade flows within Asia are deepening, even as linkages with Europe, Africa, and the Americas are being recalibrated. Free Trade Agreements, regional economic partnerships, and bilateral corridors are quietly but decisively influencing routing decisions and cargo choices. At the same time, governments across South Asia are pushing structural reforms to make supply chains faster, cheaper, and more predictable. Customs modernisation, business process reengineering, single-window platforms, and paperless trade are moving from policy intent to operational reality. Investments in port capacity, deeper drafts, automation, rail connectivity, inland waterways, logistics parks, and air cargo infrastructure are collectively altering the competitive equation for gateway and transshipment hubs.

India, and particularly South India, sits at the heart of this transformation. With its expanding manufacturing base, strong domestic consumption, improving hinterland connectivity, and an ambitious port modernisation agenda, the region is steadily strengthening its position in global container networks. The coming decade will be defined not only by how much capacity is added, but by how intelligently that capacity is deployed and integrated into multimodal logistics ecosystems.

Against this backdrop, the 2026 edition of the South India Container Market Report has been expanded in both depth and scope. In addition to a comprehensive analysis of container volumes, port performance, trade lanes, and carrier deployment patterns, this edition introduces detailed terminal profiles covering major container terminals across South Asia. These profiles aim to provide stakeholders with practical, comparable insights into infrastructure capabilities, operational features, connectivity, and future expansion plans.

Our objective remains consistent: to offer industry decision-makers a clear, data-driven, and contextual understanding of market dynamics, while also capturing the strategic undercurrents shaping the future. We believe this report will serve as a valuable reference for policymakers, port authorities, terminal operators, shipping lines, logistics service providers, investors, and cargo owners as they navigate the next phase of growth in South Asia's container economy.

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CONTENTS

01. South Asia Container Trade	06
02. Indian Container Market Overview	12
03. Major Trade Partners	16
04. Indian Container Terminal Performance	21
05. Indian Container Terminal Data Sheet	22
06. Indian Container Terminal Ranking	24
07. South Asia Container Terminal Data Sheet	26
08. Country focus	
• Bangladesh	29
• Bhutan	34
• Maldives	37
• Myanmar	40
• Nepal	43
• Pakistan	47
• Srilanka	50
09. Green Initiatives and Decarbonisation	54

Price: INR 7500/- USD 85 (Exclusive of Postage/courier)

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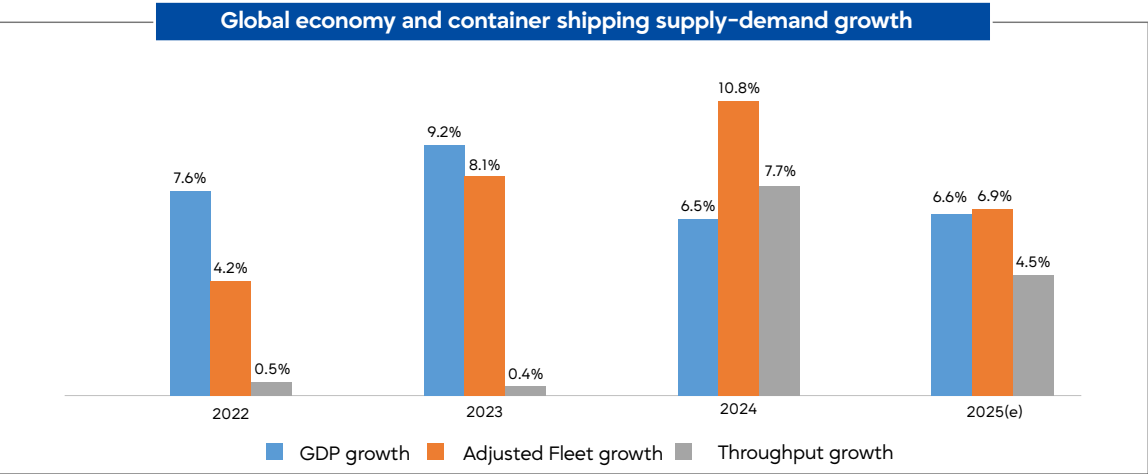
South Asia Container Trade

Global Supply-Demand Situation

Tariffs continue to dominate market conversations, with discussions focused heavily on the resulting “uncertainty” and “volatility” in global trade. The operational and strategic pressures created by punitive tariff measures and escalating geopolitical tensions are significant, disrupting traditional patterns of container demand and making accurate forecasting increasingly challenging.

A strong rebound in container demand marked 2024, despite considerable market disruptions. Global port throughput exceeded expectations in every quarter, with full-year container handling rising 7.7%, according to Drewry—surpassing even the pandemic-driven surge of 7% recorded in 2021. However, recent months have highlighted continued volatility in demand projections. Earlier, Drewry lowered its 2025 global throughput forecast to +1.9% in the June update. Yet, better-than-anticipated results in the first half of the year and an improved outlook for the remainder of 2025 have prompted a significant upward revision, with the latest forecast (in the September update) now standing at +4.5%. Expectations for 2026 have also been adjusted upward, from 0.5% to 1.3%. The global cellular containership fleet supply increased by 10.8% in 2024.

The orderbook had expanded to 9.9 mteu, equivalent to 30.6% of the active fleet, with subsequent orders pushing it beyond the 10 mteu mark. Drewry now expects the fleet to grow by 6.9% in 2025—an upward revision of 1.2 percentage points from the June forecast—driven by higher-than-anticipated newbuild deliveries and lower-than-expected vessel demolitions.



Source: World Economic Outlook, IMF and Drewry Maritime Research.



Liner connectivity

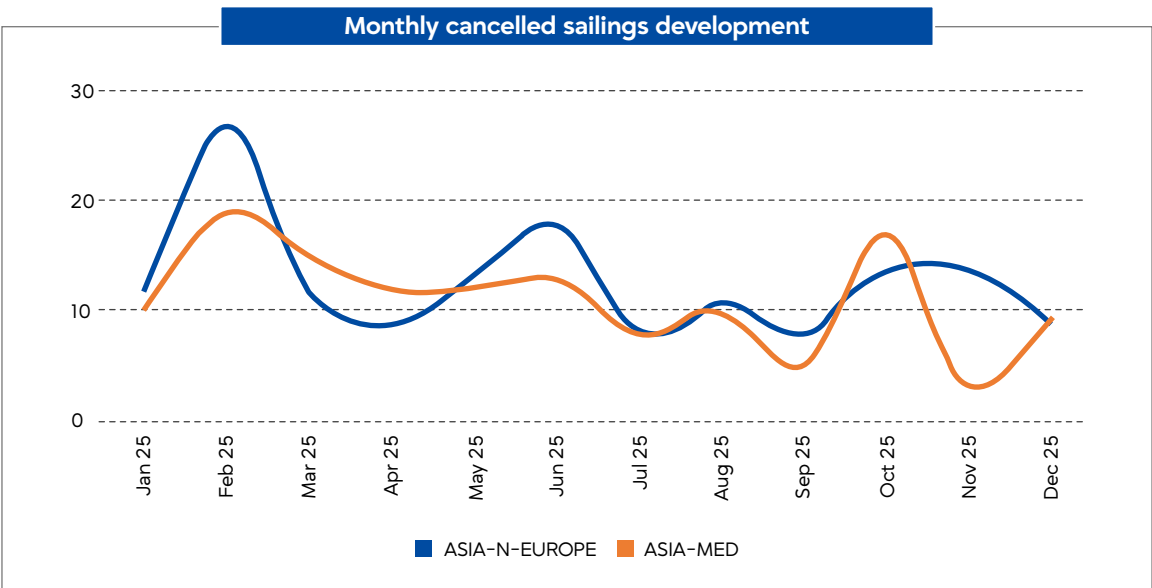
There's finally some encouraging news for the container shipping sector. The United States and China have eased tensions by scaling back their trade war, reducing custom tariffs, lifting export restrictions, and suspending port fees on vessels tied to each other's markets. As part of this agreement, both countries will pause their reciprocal port fees, effective 10 November, for 12 months—an action expected to save carriers, especially Chinese operators, billions of dollars.

Another positive development is the increasing likelihood of full-scale Suez Canal transits resuming, a phenomenon not seen since the Houthis' attacks began in the Red Sea/Bab al-Mandab region in late 2023. With the Gaza ceasefire holding, the Houthis have signalled they will halt attacks, but with a warning: if hostilities against Gaza resume, they will restart military operations.

These developments, on both the trade war and Red Sea fronts, will have an immediate impact on the global supply-demand balance by releasing trapped capacity back into the market.

Global Trends

Blank sailings continue to underpin supply discipline. November schedules include 86 cancelled sailings—down from 96 in October across the main East–West trades, lifting effective capacity about 3% MoM. As of the time of writing this report, only 47 cancellations and a projected 9% increase in capacity are expected in December. Despite reports of reduced Houthi activity, carriers and insurers still require sustained security assurances before fully restoring Suez routings, making a large-scale return unlikely in the immediate term. Some carriers have begun cautiously testing limited Red Sea transits, but a broader shift would require complex network realignments.



South Asia

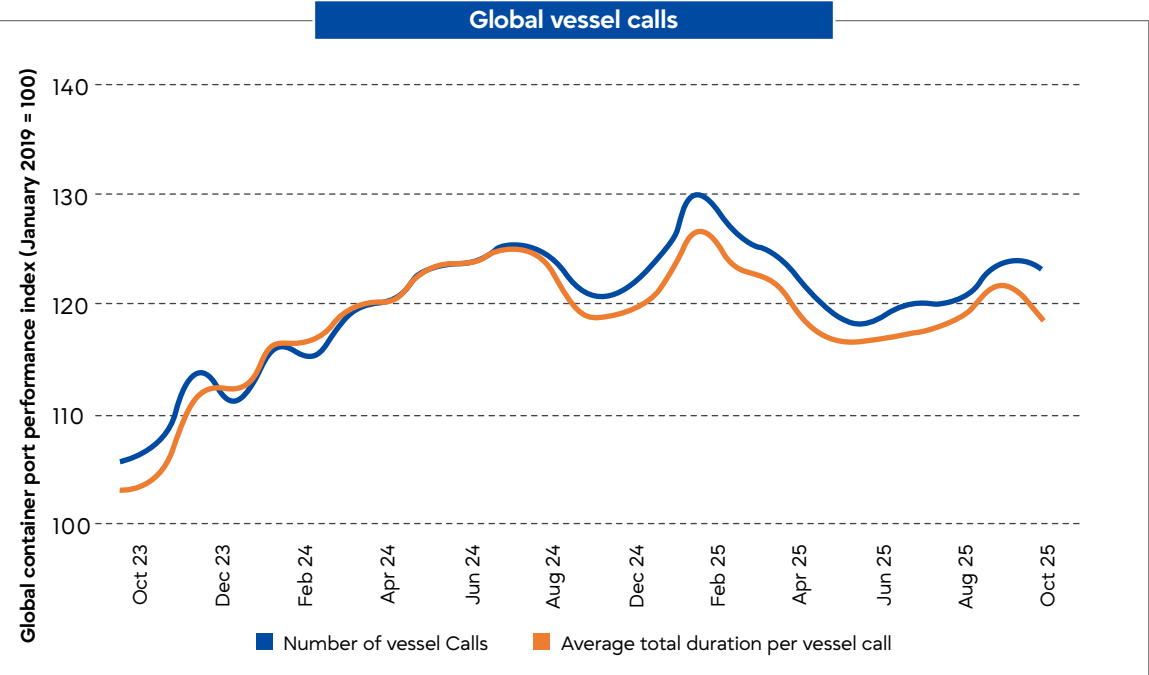
Among all South Asian routes, trade with Europe has significantly increased in the last year; thus, net capacity increased by 25% westbound and 54% eastbound between October 2024 and October 2025. Net capacity increase was also reported on the Asia to South Asia trade by 16% and 12% on eastbound and westbound directions, respectively.

Three new weekly loops added from Asia to South Asia. The average vessel size also increased by 6% in the same trade route. The Gemini Cooperation (a partnership between Maersk and Hapag-Lloyd) has added four new weekly services to the South Asia–Europe route, specifically focusing on increased connectivity between India, the Middle East, and both Northern and Mediterranean Europe.

Ship calls and congestion

The congestion pressure on the global supply chain remained an issue throughout the year at container ports in all regions. Average turnaround time improved slightly in the last quarter of 2024, but it has worsened again at the start of 2025. The Drewry Global Container Port Performance Index improved slightly in October, falling 0.5% MoM to 123.1 points, up 1.8% YoY.

Overall, the global average pre-berth waiting time in October decreased 5.2% MoM to 0.3 day, up 2.5% YoY. Waiting times surged 25% MoM in Europe, led by congestion due to industrial action and an electrical outage in Rotterdam and Antwerp. Overall congestion eased in Greater China, with waiting times falling 18% MoM primarily due to a massive improvement in Shanghai, even as the impact of Super Typhoon Ragasa continues to be felt in the Pearl River Delta ports.



Source: Drewry Maritime Research

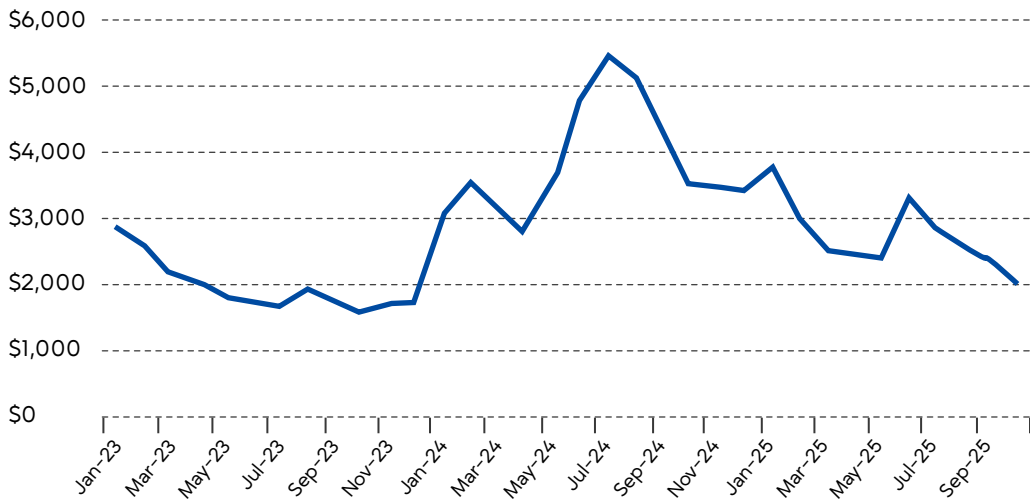
Freight rate fluctuations

After reaching record highs in late 2021 to mid-2022, container freight rates continued their downward correction through 2023. The Drewry's Global Freight Rate Index began to recover in January 2024 and reached a yearly peak of \$5,474 in early July 2024. However, rates resumed their decline thereafter, with only short periods of temporary improvement.

By October 2025, the index had fallen to \$2,071—its lowest point for the year 2024 and 2025. On the major East–West trade lanes, the index reached a high of \$6,334 in July 2024, but by October 2025, it had dropped to \$1,962, representing a steep decline of nearly 225%.



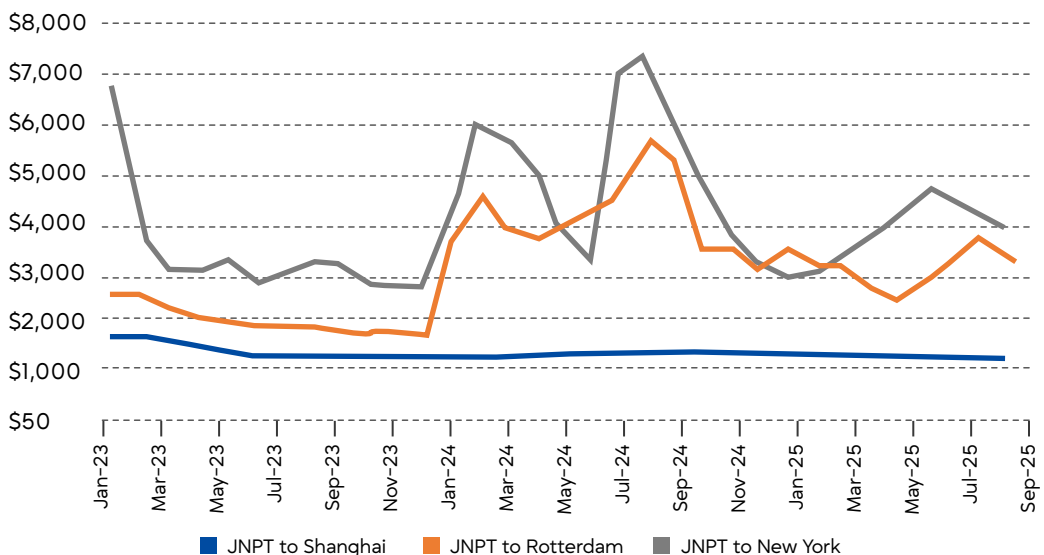
Drewry's Global Freight Rate Index



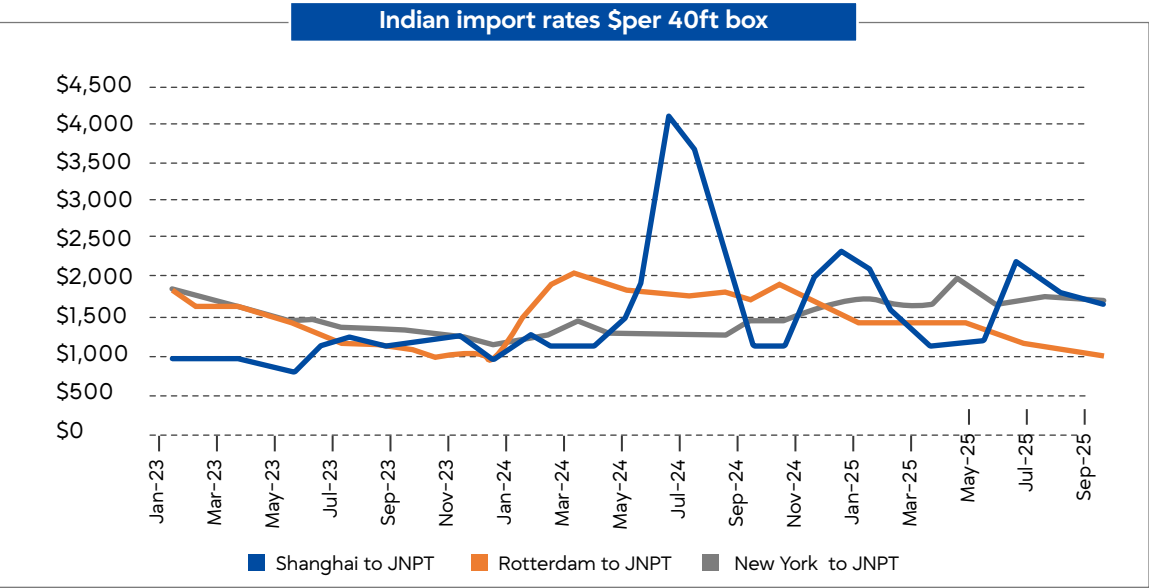
Source: Container Freight Rate Insight, Drewry Maritime Research

Mirroring the movement in the Global Freight Rate Index, rates for India-origin and India-destined cargo also trended downward through 2024 & 2025. A significant disparity emerged between export and import pricing on key trade lanes in India. Export rates to China remained relatively stable throughout 2025, although they followed a gradual declining trend. In contrast, import rates from China into JNPT surged sharply, jumping by 116.8% within a single month between April and June 2024. Exports to the United States experienced a notable spike in August 2024, when rates from JNPT to New York climbed to \$7,142. However, this increase proved short-lived, as prices have softened again during the recent months of 2025.

Indian export rates (\$per 40ft box)



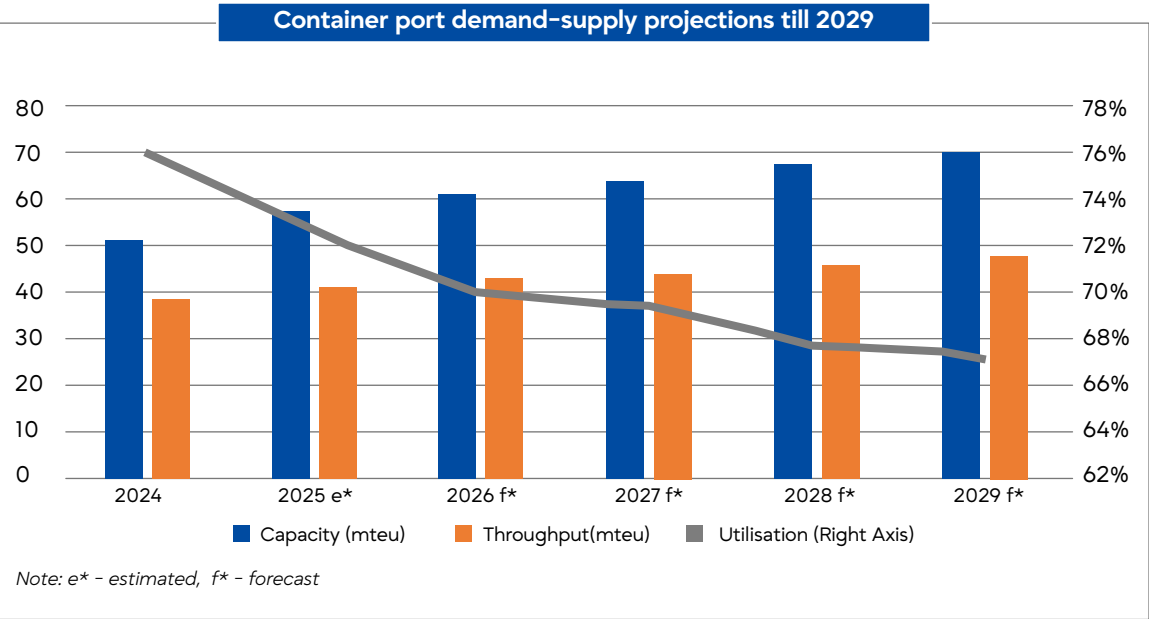
Source: Container Freight Rate Insight, Drewry Maritime Research



Source: Container Freight Rate Insight, Drewry Maritime Research

Container port capacity in South Asia

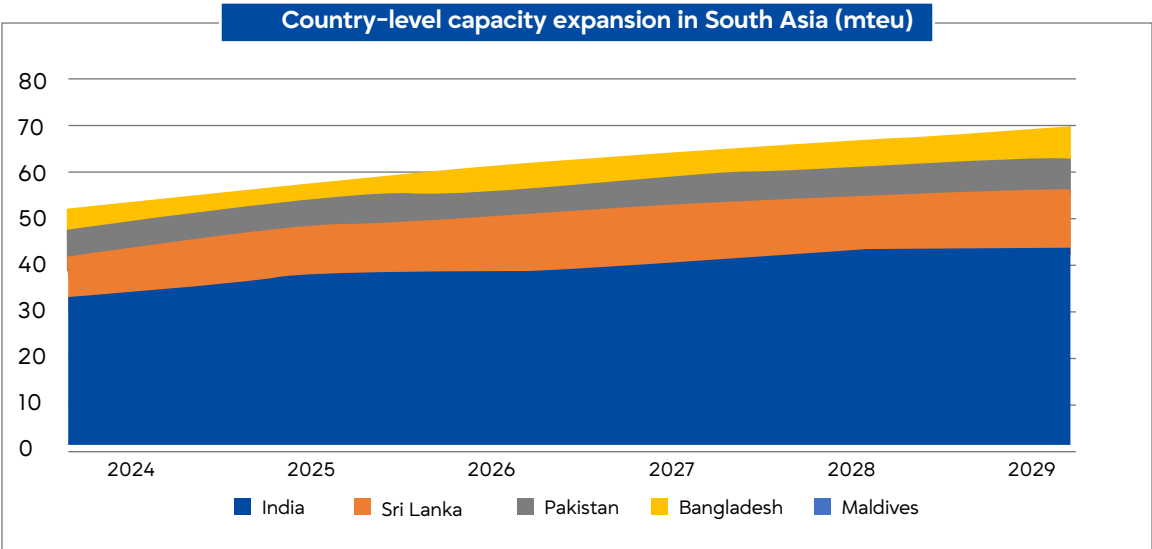
In South Asia, container port capacity utilisation stands at around 76% in 2024 and is expected to remain within the 73% range through 2025. However, with substantial new capacity, utilisation levels are projected to decline gradually to around 68% by 2028. Installed capacity across the region is forecast to grow at a CAGR of 6.6% between 2024 and 2029, while throughput is expected to increase at a more moderate CAGR of 4.1% over the same period.



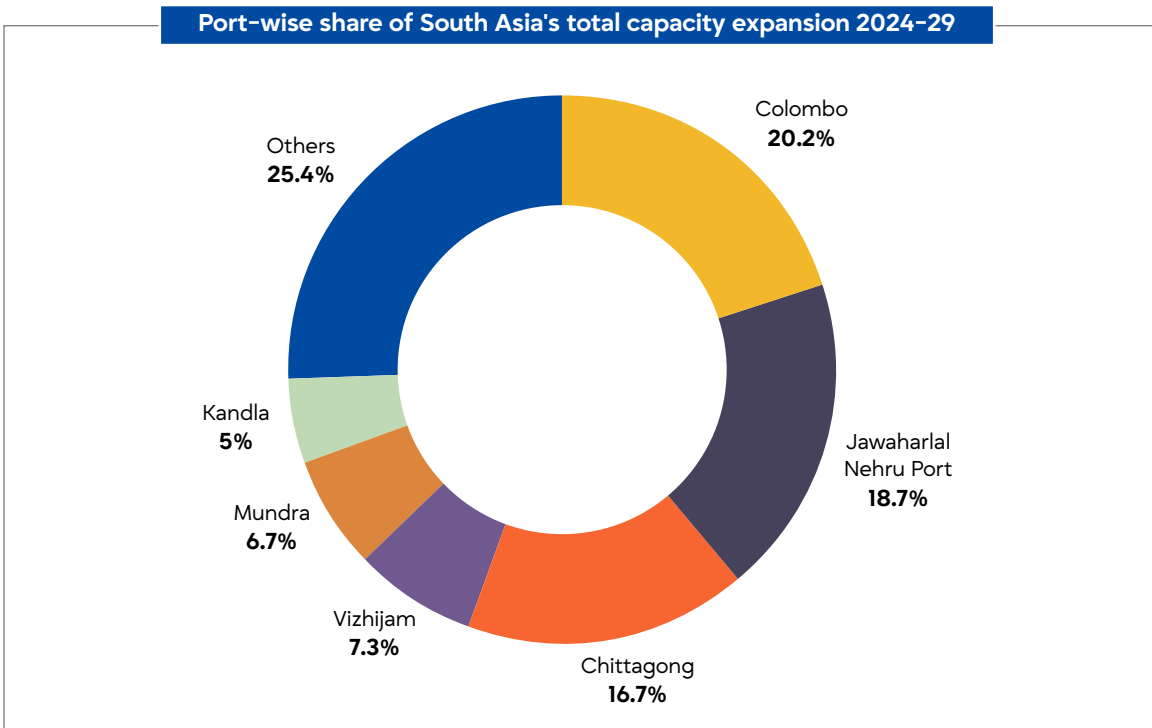
Source: Global Container Terminal Operators Annual Review and Forecast, Drewry, 2025



Overall capacity in South Asia is projected to expand by 37.7%, reaching approximately 70.4 mteu by 2028—an increase of 19.27 mteu. Nearly two-thirds of this growth is expected to come from developments at Indian ports, including significant upgrades at Jawaharlal Nehru Port, Mundra, and Vizhinjam, as well as planned deepwater capacity expansion at Kandla. Significant expansion is also underway at Sri Lanka's Port of Colombo, led by the enhancement of the SLPA-operated East Container Terminal and the upcoming Adani-operated West Container Terminal. In November 2025, the Sri Lanka Ports Authority commissioned the second berth of the East Container Terminal, extending the completed quay length to 900 meters, with the remaining 300 meters progressing toward completion. Full operational capacity is expected by the fourth quarter of 2026.



Source: Global Container Terminal Operators Annual Review and Forecast, Drewry, 2025



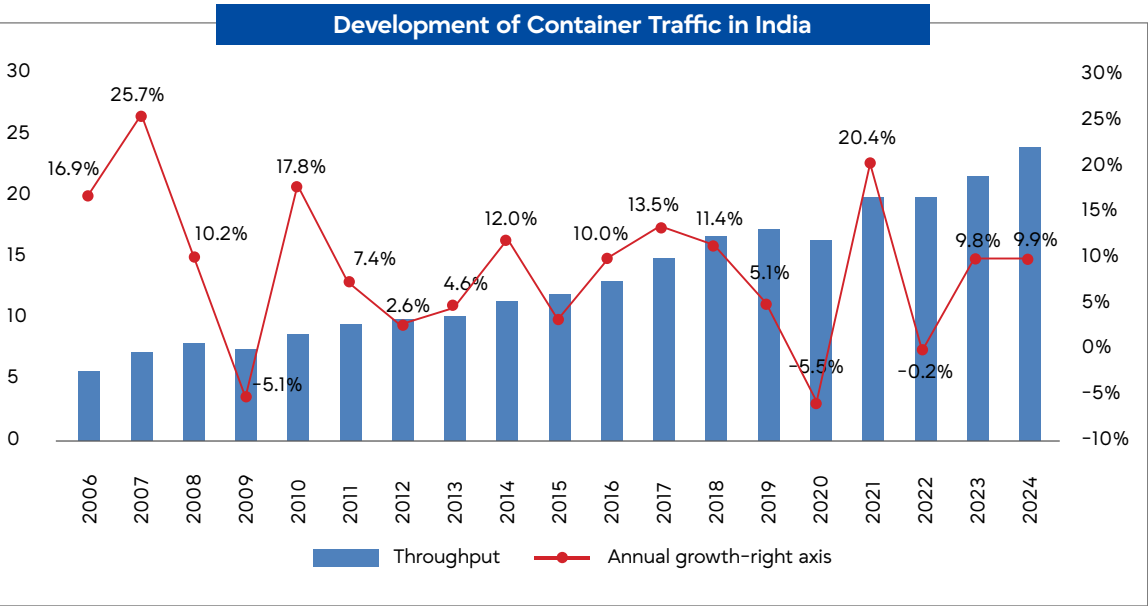
Source: Global Container Terminal Operators Annual Review and Forecast 2024



Indian Container Market Overview

Global container port throughput experienced around a 10% growth in 2024, extending the rebound that began in 2023 after a flat performance in 2022. Indian ports handled around 24 mteu during the year, an increase of nearly 2.2 mteu compared to 2023, marking one of the most substantial annual increases after COVID.

Growth was broadly distributed across major gateways, with most terminals maintaining positive momentum and no notable negative outliers affecting the national picture. The most recent part-year figures (Jan 2025–Oct 2025) suggest that this upward trend is set to continue into 2025, although the pace is expected to moderate to around 6% YoY.



Source: Drewry Maritime Research



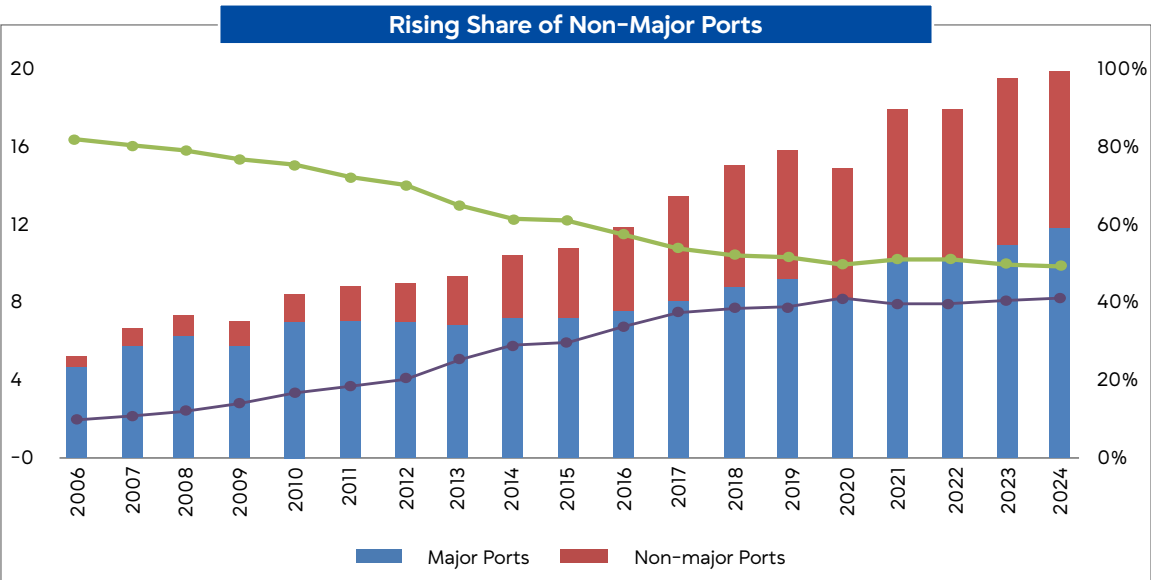
Market Segmentation-2024

Major Vs Non-major ports

In recent years, non-major ports have continued to expand their presence, gradually increasing their share of India's container market. However, major ports still account for approximately 55% of the country's total container throughput, with Jawaharlal Nehru Port (JNPT) maintaining its position as the leading major port, handling around 7 mteu in 2024.

Among non-major ports, Mundra remains the dominant player with a throughput of 8.2 mteu, representing nearly 35% of India's total container traffic. Over the past two decades, non-major ports have consistently grown at a faster pace than major ports, except in 2021. That year, major ports reported a remarkable 23% YoY increase—outpacing the 17% growth at non-major ports—primarily driven by JNPT's exceptional performance of 26% YoY.

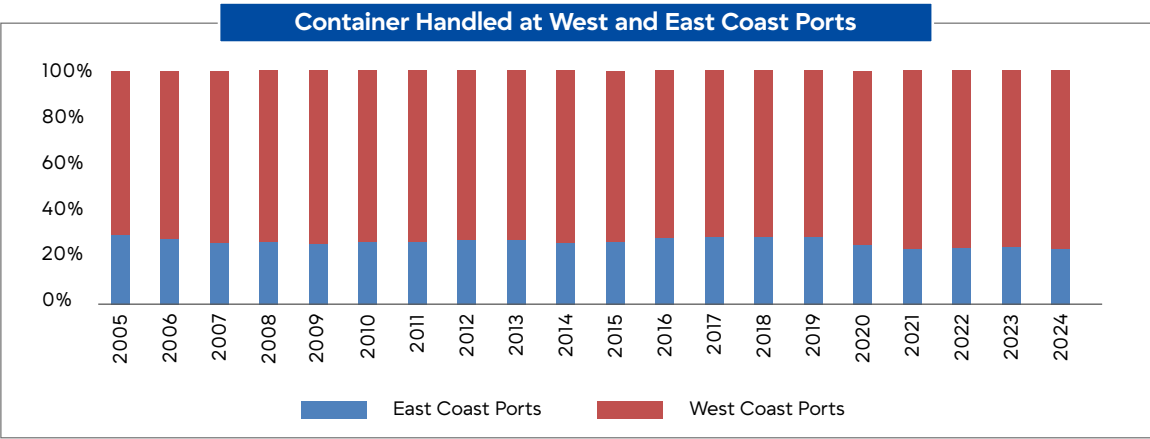
Although major ports continue to lead in absolute volume terms, handling around 13 mteu in 2024 compared with just over 11 mteu at non-major ports, the gap has narrowed significantly. This shifting balance highlights growing competition, operational efficiency improvements, and rising private investment in non-major ports. If current trends persist, a more evenly distributed market structure between major and non-major ports is likely to emerge in the medium term.



Source: Drewry Maritime Research

East coast ports Vs west coast ports

In 2024, West Coast ports continued to dominate India's container traffic, handling around 77–78% of the total throughput, in line with the long-term trend. The East Coast's share remained stable at roughly 22–23%, reflecting gradual growth but no significant shift in the national distribution pattern.

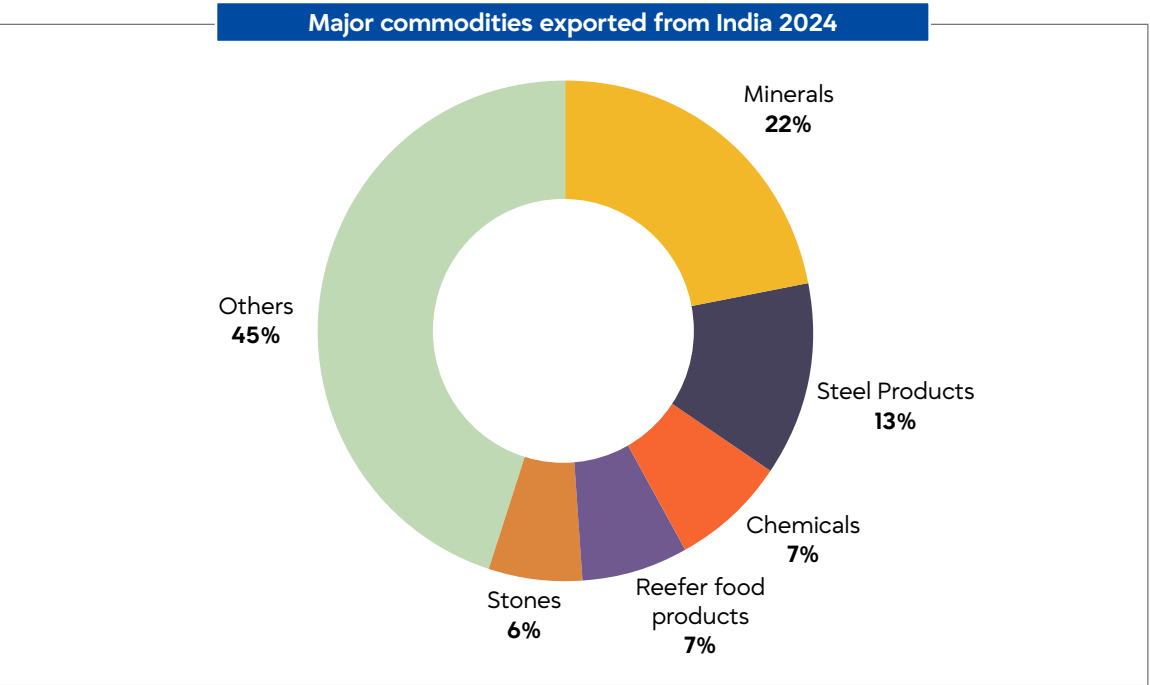


Source: Drewry Maritime Research

Major containerised/containerisable exim cargo

For analysis, we have divided all traded commodities into 33 major categories, including Pharmaceuticals, Fabric/Yarn, Steel Products, Reefer Food Products, and Readymade Garments (RMG)/Textiles. As we do not have precise definitions of containerised and non-containerised cargo from any authoritative source, the data has some subjectivity built in. We have used the cargo volume (in tonnes) as the basis for analysis. In 2024, Minerals further consolidated their position, capturing 22% of India's containerised exports, rising from 18% in 2023, supported by strong global demand. Steel products remained stable at around 13%.

The share of reefer food products dipped slightly to 7%, causing the category to lose its third-place ranking, influenced by factors such as export restrictions, geopolitical challenges, and domestic food security priorities. Chemicals moved up to third position, accounting for 7.4% of total exports. Meanwhile, Stones held its fifth position, although its share fell to 5.9% from 7% in 2023.

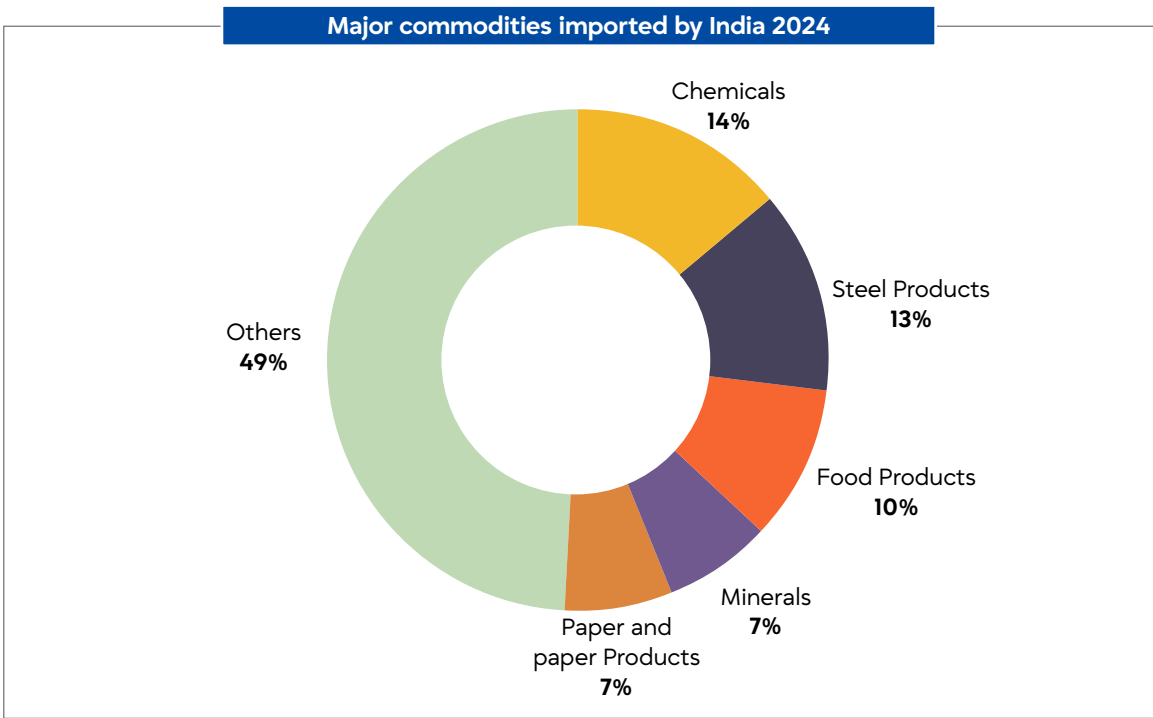


Source: Compiled by Drewry Maritime Research from UN-COMTRADE Database



Among India’s major import commodity groups in 2024, Chemicals emerged as the largest segment with a 14% share, supported by India’s capability to supply cost-efficient generics and speciality chemicals. Key im-
porting markets included the USA, UK, and Brazil. The sector’s growth was further reinforced by the government initiatives such as Production-Linked Incentive (PLI) schemes and the development of Petroleum, Chemicals, and Petrochemical Investment Regions (PCPIRs). Steel products moved to second place, although they retained a stable 13% share.

Food products, including edible oils, pulses, grains, and perishables, held the third position at 10%, primarily driven by the government’s strategic increase in pulse imports—particularly duty-free yellow peas—to increase domestic supply and curb rising retail prices. Minerals entered the top five import categories in 2024, with a 7.2% share, driven by strong demand for downstream products, such as lithium-ion battery packs.



Source: Compiled by Drewry Maritime Research from UN-COMTRADE Database



India's Top 20 export destinations in 2024

Country	2014 Rank	2024 Rank	Trend	Share in India's total exports
China	1	1	→	15.5%
Bangladesh	3	2	↑	11.0%
United States	2	3	↓	8.3%
United Arab Emirates	4	4	→	4.7%
Korea, Rep.	6	5	↑	4.0%
Nepal	7	6	↑	4.0%
Saudi Arabia	8	7	↑	3.1%
Vietnam	5	8	↓	2.9%
Italy	13	9	↑	2.6%
United Kingdom	12	10	↑	2.2%
Indonesia	9	11	↓	2.2%
Malaysia	11	12	↓	2.0%
Japan	16	13	↑	1.6%
Thailand	14	14	→	1.6%
Sri Lanka	17	15	↑	1.4%
Other Asia, nes	22	16	↑	1.4%
Belgium	19	17	↑	1.3%
Spain	26	18	↑	1.3%
Netherlands	20	19	↑	1.2%
Germany	21	20	↑	1.2%

Source: Compiled by Drewry Maritime Research from UN-COMTRADE Database



In 2024, China became the leading export destination for India, capturing a 15.5% share, up from second position in 2023 and surpassing Bangladesh, which slipped to second place with an 11.0% share. This shift was supported by strong demand for Indian raw materials, intermediates, and industrial goods, alongside improving trade ties and supply chain realignments. The United States remained India's third-largest export market, with its share increasing to 8.3% from 7.8% in 2023, primarily driven by higher shipments of pharmaceuticals, engineering goods, and IT-enabled products. The UAE retained fourth place at 4.7%, whereas Vietnam rose sharply from eighth to fifth position over the last decade. Conversely, Korea, Nepal, and Saudi Arabia each dropped one rank due to softer demand and shifting sourcing patterns.

Over the last decade, Vietnam (+3 ranks) and Indonesia (+2 ranks) have been the most notable climbers, supported by stronger regional trade frameworks and rising industrial activity. On the other hand, Spain (-8) and Italy (-4) saw the largest declines, reflecting weaker European demand and slower economic growth.

India's Top 20 import sources in 2024

Country	2014 Rank	2024 Rank	Trend	Share in India's total exports
China	1	1	→	16.5%
Russian Federation	11	2	↑	5.5%
United States	3	3	→	5.3%
Indonesia	2	4	↓	5.1%
United Arab Emirates	6	5	↑	4.5%
Saudi Arabia	7	6	↑	4.2%
Korea, Rep.	5	7	↓	4.0%
Malaysia	4	8	↓	3.5%
Oman	12	9	↑	3.1%
Brazil	15	10	↑	3.0%
Canada	8	11	↓	3.0%
Thailand	9	12	↓	2.9%
Japan	13	13	→	2.8%
Australia	26	14	↑	1.9%
Vietnam	24	15	↑	1.9%
Argentina	17	16	↑	1.8%
Bhutan	64	17	↑	1.7%
United Kingdom	20	18	↑	1.6%
Qatar	23	19	↑	1.6%
Other Asia, nes	21	20	↑	1.3%

Source: Compiled by Drewry Maritime Research from UN-COMTRADE Database

In 2024, China remained India's largest import partner, accounting for 16.5% of total imports. Russia climbed to second place, rising from fourth in 2023 and marking a significant gain of nine ranks since 2014, primarily driven by an increase in food product imports.

The United States slipped to third place with a 5.3% share, down from 6.1% in 2023, reflecting softer demand and shifting sourcing dynamics. Meanwhile, Indonesia's share continued to decline, dropping substantially from its position as the second-largest import source a decade ago.

Top Commodity Partner Matrix

As discussed above, Minerals are the product group which has the highest share in India's exports. Close to 70% of the total minerals' exports are concentrated in the top five countries. They are: China, Korea, Japan, Indonesia and Bangladesh.

India's top exported products and their respective top destinations, 2024 (million tonnes)

Country	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	World Exports	Top 5 share
Minerals	China	Korea, Rep.	Japan	Indonesia	Bangladesh		
	3.2	0.8	0.3	0.3	0.2	6.8	69.3%
Steel Products	Italy	Nepal	United States	United Arab Emirates	United Kingdom		
	0.5	0.4	0.4	0.3	0.2	3.8	45.3%
Chemicals	Saudi Arabia	United States	United Arab Emirates	Bangladesh	China		
	0.2	0.2	0.1	0.1	0.1	2.3	36.3%
Reefer food products	Bangladesh	United Arab Emirates	United States	Nepal	Iraq		
	0.3	0.2	0.2	0.1	0.1	2.1	41.4%
Stones	China	Bangladesh	Maldives	United States	United Kingdom		
	0.7	0.6	0.2	0.1	0.0	1.8	91.3%
Ores And Concentrates	Bangladesh	Nepal	Saudi Arabia	Bhutan	Sri Lanka		
	1.1	0.1	0.1	0.0	0.0	1.4	94.5%
Fabric/Yarn	Bangladesh	China	United States	Turkey	Vietnam		
	0.2	0.2	0.1	0.1	0.0	1.1	53.7%
Sugar	Sudan	Libya	Somalia	Bangladesh	Tanzania		
	0.1	0.1	0.1	0.1	0.1	1.0	47.7%
Ceramic products	United States	United Arab Emirates	Russian Federation	Iraq	United Kingdom		
	0.1	0.1	0.1	0.0	0.0	1.0	28.2%
Polymer and Polymer products	United States	United Arab Emirates	Nepal	China	Bangladesh		
	0.2	0.1	0.1	0.1	0.0	1.0	37.6%

Source: Compiled by Drewry Maritime Research from UN-COMTRADE Database

Steel products are the second largest exported product in 2024. The US, Nepal and Italy are the major demand drivers for Indian steel products, followed by the UAE and the UK. These countries import around 45.3% of the steel products that India exports. In 2024, Chemicals was the third largest exported commodity from India with Saudi Arabia, US and UAE as main trading partners. The fourth-ranked export commodity was Reefer food products, where Bangladesh was the leading trading partner in 2024. Stones remained at the 6th rank, with a share of more than 72% from only two countries, China and Bangladesh.



India's top imported products and their respective top destinations, 2024 (million tonnes)

In 2024, India's containerised imports were dominated by Chemicals and Steel Products, sourced mainly from China and the United States. Food Products exhibited a high level of concentration, with 82% of imports coming from just five countries—Indonesia, Argentina, Malaysia, Russia, and Ukraine. Mineral imports were primarily supplied by regional and Gulf partners, including the UAE, Bhutan, and Oman. Overall, the top five importing countries accounted for 85% of India's total containerised imports. Paper & Paper Products and Polymers showed a more balanced sourcing pattern, reflecting moderate diversification. In contrast, categories such as Ceramics and Sugar remained highly dependent on only one or two key origins. The bulk of ceramic imports came from China, while sugar imports were almost entirely sourced from Brazil.

India's top imported products and their respective top destinations, 2024 (million tonnes)

Country	Rank 1	Rank 2	Rank 3	Rank 4	Rank 5	World Exports	Top 5 share
Chemicals	China	Saudi Arabia	United States	Iran, Islamic Rep.	Kuwait		
	4.9	2.2	2.2	1.7	1.4	24.0	51.5%
Steel Products	China	Korea, Rep.	Japan	United States	United Kingdom		
	4.0	3.2	2.2	1.4	1.1	23.1	51.6%
Food Products	Indonesia	Argentina	Malaysia	Russian Federation	Ukraine		
	4.8	3.1	3.0	2.3	1.2	17.6	81.9%
Minerals	United Arab Emirates	Bhutan	Oman	China	Qatar		
	4.8	2.7	1.9	0.7	0.6	12.5	85.1%
Paper and Paper Products	United States	Canada	United Kingdom	South Africa	China		
	2.4	1.2	0.9	0.8	0.8	11.9	51.1%
Polymer and Polymer products	China	Korea, Rep.	Saudi Arabia	United States	United Arab Emirates		
	2.1	1.3	1.3	1.1	1.0	11.8	56.8%
Reefer food products	Canada	Russian Federation	Myanmar	Australia	Tanzania		
	2.0	1.2	1.1	0.9	0.6	10.2	56.3%
Ceramic products	China	Germany	Malaysia	Italy	Spain		
	7.5	0.4	0.0	0.0	0.0	8.1	98.2%
Wood & wood products	Australia	Uruguay	Nepal	New Zealand	Vietnam		
	1.1	1.0	0.7	0.5	0.4	5.6	67.0%
Sugar	Brazil	Germany	France	Nepal	United States		
		0.0	0.0	0.0	0.0	3.5	97.9%



Indian Container Terminals Performance –
Throughput (TEUs) Vs Y-O-Y Growth (%)
In FY (2025)

Growth Y-O-Y (%) (FY 2025)	High			
	Medium			
	Low			
	High	PICT, HICT, NSDT	AKICT, CCT, ICTT	APMT-M, MICT, BMCT, AMCT 2 Ext
	Medium		NSFT, DBGT, CIT	NSICT
	Low	KICT, NMCT, TCT, INKRI, KCT, KPD	AHCT, APMT-P, AECT, VCT, AKCT	AICT, ACMT, NSIGT, AMCT
		Low	Medium	High
Throughput (TEUs), FY 2025				



High Growth Terminals

High Throughput, High Growth Terminals:
APMT-M, MICT, BMCT, AMCT 2 Ext

Medium Throughput, High Growth Terminals:
AKICT, CCT, ICTT

Low Throughput, High Growth Terminals:
PICT, HICT, NSDT

	Throughput (TEUs)	Growth (Y-O-Y)(%)
High	>500,000	>10%
Moderate	100,000 - 500,000	1%-10%
Low	<100,000	<1%

APMT-M	-APM Terminals Mumbai
AICT	-Adani International Container Terminal
AMCT	-Adani Mundra Container Terminal
AMCT2 Ext	-Adani Mundra Container Terminal 2 Extension
ACMT	-Adani CMA Mundra Terminal
MCT	-Mundra International Container Terminal
NSICT	-Nhava Sheva International Container Terminal
NSIGT	-Nhava Sheva India Gateway Terminal
APMT-P	-APM Terminals - Pipavav
BMCT	-Bharat Mumbai Container Terminals
NSFT	-Nhavasheva Free Port Terminal
NSDT	-Nhavasheva Distribution Terminal
AKICT	-Adani Kattupalli International Container Terminal
ICTT	-Vallarpadam International Container Transshipment Terminal
AHCT	-Adani Hazira Container Terminal
INKRI	-Adani Krishnapatnam Container Terminal
VCT	-Visakha Container Terminal
CIT	-Chennai International Terminal
CCT	-Chennai Container Terminal
AECT	-Adani Ennore Container Terminal
KICT	-Kandla International Container Terminal
TCT	-PSA SICAL Tuticorin Container Terminal
DBGT	-Dakshin Bharat Gateway Terminal
AKCT	-Adani Kolkata Container Terminal
KPD	-Kolkata Port Dock
HICT	-Haldia International Container Terminal
KCT	-Kakinada Container Terminal
PICT	-Paradip International Container Terminal
NMCT	-New Mangalore Container Terminal

INDIAN CONTAINER TERMINAL DATA SHEET FOR THE FY-2025

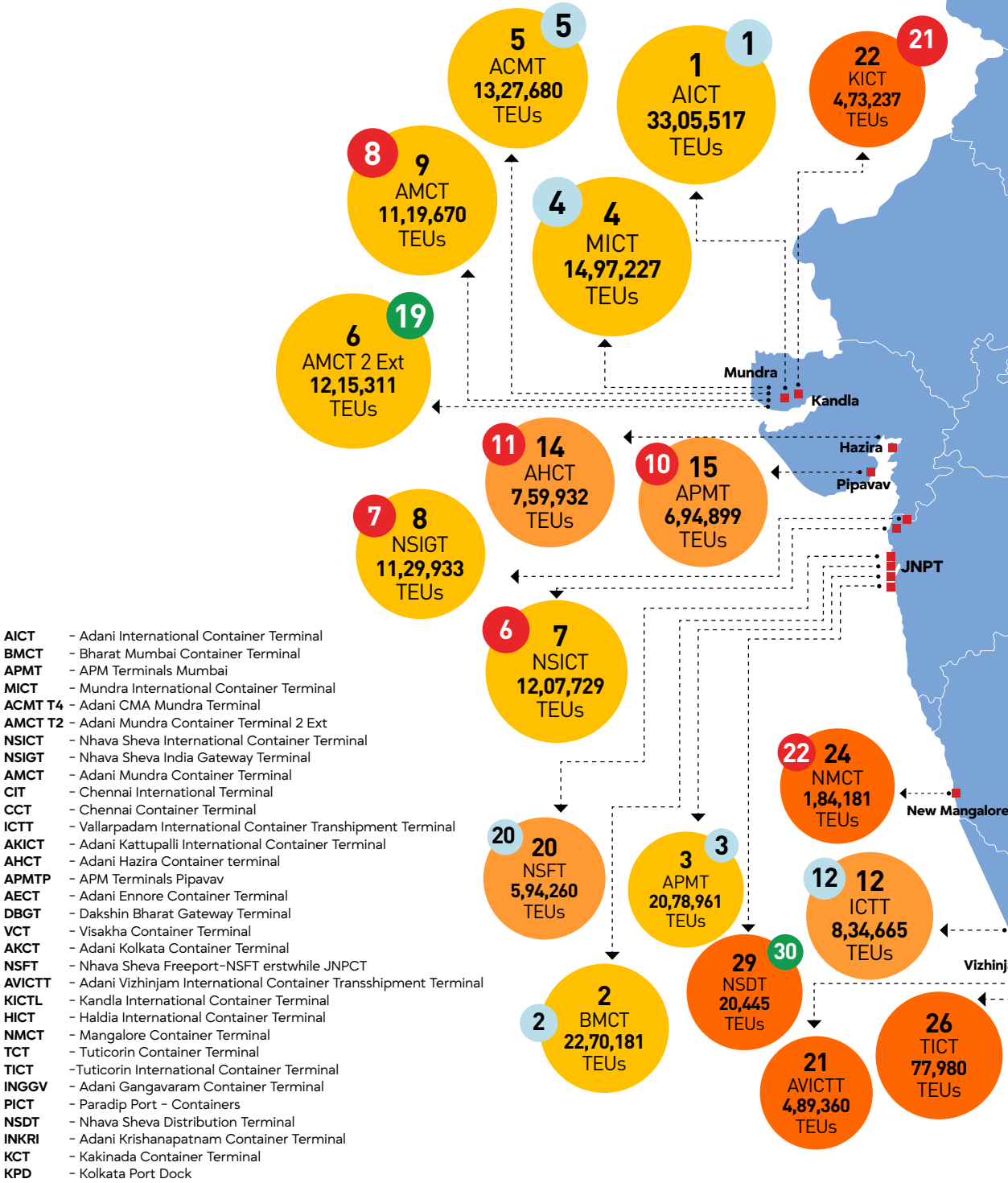
S.NO	Container Terminal Name	Operated by	Port Name	Year of Commis- sion	Draft (m)	Berths	Quay Length (m)	Yard Area (Hect- ares)	Total Ground Slots (TGS)
1	APM Terminals Mumbai	APM Terminals and CONCOR	Jawaharlal Nehru Port	2006	14.0	2	840	63.00	9,723
2	APM Terminals Pipavav	APM Terminals Pipavav	Gujarat Pipavav Port Ltd	2002	14.8	2	735	36.00	7,000
3	Adani CMA Mundra Terminal - CT4	APSEZ Ltd and CMA CGM SA	APSEZ Pvt Ltd Mundra	2017	16.5	2	650	28.00	6,500
4	Adani Mundra Container Terminal 2	APSEZ Pvt Ltd	APSEZ Pvt Ltd Mundra	2007	17.5	2	631	16.70	4,014
5	Adani Mundra Container Terminal 2 Ext	APSEZ Pvt Ltd	APSEZ Pvt Ltd Mundra	2018	NA	2	650	NA	NA
6	Adani Hazira Container Terminal	APSEZ Pvt Ltd	Hazira Port	2012	14.5	2	637	20.00	6,500
7	Adani Krishnapatnam Port Container Terminal	APSEZ Pvt Ltd	Adani Krishnapatnam Port	2012	18.5	2	725	15.00	4,600
8	Adani Kattupalli International Container Terminal	APSEZ Pvt Ltd	Adani Kattupalli Port	2013	14.5	2	710	20.00	7,000
9	Adani Vizhinjam International Container Transshipment Terminal	APSEZ Pvt Ltd	Vizhinjam Port	2024	20	2	800	80	6000
10	Adani Gangavaram Container Terminal	APSEZ Pvt Ltd	Gangavaram Port	2024	15	1	350	25	3000
11	Adani Ennore Container Terminal	APSEZ Pvt Ltd & Mundi MSC	Kamarajar Port	2017	18.0	1	400	15.00	4000
12	Adani International Container Terminal -CT3 and Ext	APSEZ Pvt Ltd and MSC S A	APSEZ Pvt Ltd Mundra	2012	17.5	4	1460	146.00	3,903
13	Kakinada Container Terminal	Bothra Shipping, Kakinada Infrastruc- ture Holdings, PSA Chennai	Kakinada Deep Water Port	2015	14.5	1	300	5.00	400
14	Dakshin Bharat Gateway Terminal	Dakshin Bharat Gateway Terminal Pvt Ltd	V.O. Chidambara- nar Port	2014	14.2	1	345	6.50	8260
15	Mundra International Container Terminal -CT1	DP World	APSEZ Pvt Ltd Mundra	2003	15	2	632	25.00	5,400
16	Nhava Sheva International Contain- er Terminal	DP World	Jawaharlal Nehru Port	1999	14.0	2	600	25.84	6,222
17	Nhava Sheva India Gateway Terminal	DP World	Jawaharlal Nehru Port	2015	16.2	1	330	27.00	NA
18	Vallarpadam International Container Transshipment Terminal	DP World	Cochin Port	2011	16	2	950	65.00	10000
19	Chennai Container Terminal	DP World	Chennai Port	2001	13.5- 15	4	885	21.00	8000
20	Kandla International Container Terminal	J M Baxi & Co.	Deendayal Port	2016	13.0	2	545	18.74	2,916
21	Paradip Port - Containers	J M Baxi & Co.	Paradip Port	2018	14.5	2	450	4.80	NA
22	Visakha Container Terminal 1 & 2	J M Baxi & Co.	Visakapatnam Port	2003 & 2022	16.5	3	845	24.00	2500
23	Haldia International Container Terminal	J M Baxi & Co.	Haldia Port	1977	8.5	2	432	9.00	1,350
24	Tuticorin Internation Container Terminal	J M Baxi & Co.	V.O. Chidambara- nar Port	2025	14.2	1	370	5.39	1800
25	Nhava Sheva Distribution Terminal (NSDT)	J M Baxi & Co.	Jawaharlal Nehru Port	2023	10.7	2	320	9	NA
26	Nhavasheva Free Port Terminal - Erstwhile JNPCT	J M Baxi-CMA Terminals	Jawaharlal Nehru Port	1989	15	2	680	61.49	10,482
27	Mangalore Container Terminal	JSW	New mangalore Port	2022	14.0	1	350	15.50	NA
28	Chennai International Terminal	PSA Chennai	Chennai Port	2009	15.5	3	832	35.00	7500
29	Bharat Mumbai Container Terminal	PSA International	Jawaharlal Nehru Port	2018	16.5	3	2000	100.00	12,500
30	Bharat Kolkata Container Terminal	PSA International	Syama Prasad Mookerjee Port	1979	8.5	5	812	13.30	3,000
31	PSA SICAL Tuticorin Container Terminal	Sical and PSA International	V.O. Chidambara- nar Port	1999 - Exit in Mar 2025	11.9	1	370	4	1,000



Reefer Plugs (Number)	Quay Cranes	Rubber Tyred Gantry Cranes (RTGC)	Rail Mounted Gantry Cranes (RMGC)	Reach Stackers	Fork Lifts	Installed Capacity (TEUs)2024-25	Throughput TEUs(2024-25)	Capacity Utilization(%)	Growth Rate (%)	Crane Productivity (Moves per hour)
980	11 Post Panamx	45	3	2	6	22,00,000	20,78,961	94.5%	31%	39.9
525	8 Post Panamax	20	4	3	2	13,50,000	6,94,899	51.5%	-14%	52.6
400	6 Super Post Panamax	12	NA	NA	NA	13,00,000	13,27,680	102.1%	1%	30-35
366	6 Super Post Panamax	20	NA	3	NA	13,00,000	11,19,670	86.1%	3%	35.0
NA	3 Super Post Panamax	NA	NA	NA	NA	5,00,000	12,15,311	243.1%	115%	35.0
300	8 Super Post Panamax	24	NA	2	NA	10,00,000	7,59,932	76.0%	-5%	30-35
400	5 Super Post Panamax	14	NA	10	12	20,00,000	20,168	1.0%	-82%	35-45
360	8 Super Post Panamax	24	NA	3	4	12,00,000	8,28,746	69.1%	16%	35-45
400	8 Super Post Panamax	24	NA	4	NA	10,00,000	4,89,360	48.9%	New	30.1
150	3 Panamax	9	NA	NA	NA	5,00,000	34,435	6.9%	New	25-35
NA	4 Super Post Panamax	12	NA	1	NA	8,00,000	6,75,382	84.4%	1%	34.3
1320	17 Super Post Panamax	51	3	3	NA	34,00,000	33,05,517	97.2%	5%	30-35
90	2 Mobile Harbour Cranes	0	0	2	NA	2,00,000	15,232	7.6%	-48%	18-25
112	3 Cranes	9	0	2	1	7,50,000	6,34,135	84.6%	5%	32.0
366	5 Super post panamax and 2 post panamax	31	2	2	4	14,00,000	14,97,227	106.9%	14%	49.5
778	8 Super Post Panamax	26	3	3	2	12,00,000	12,07,729	100.6%	7%	28.9
336	4 Super Post Panamax	17	Nil	1	NA	8,00,000	11,29,933	141.2%	2%	38.4
486	7 Super Post Panamax	21	3	3	NA	14,00,000	8,34,665	59.6%	11%	31.0
400	4 Super Post Panamax and 5 Post Panamax	23	3	2	1	16,00,000	8,72,305	54.5%	18%	30-35
104	5 Super Post Panamax	8	NA	6	3	7,50,000	4,73,237	63.1%	1%	NA
96	3 Mobile Harbour Crane	2	NA	7	26	2,00,000	26,993	13.5%	102%	30.0
654	9 Super Post Panamax	19	NA	7	3	13,50,000	6,25,055	46.3%	-7%	27.5
24	2 Panamax +1 Quay cranes	4	NA	3	NA	3,00,000	1,84,734	61.6%	67%	18-25
210	3 Post Panamax	9	0	1	NA	7,20,000	77,980	10.8%	New	30.0
NA	Mobile Harbour Cranes	NA	NA	NA	NA	20,000	20,445	102.2%	157%	NA
576	5 Super Post panamax and 4 post panamax	28	3	2	3	18,00,000	5,94,260	33.0%	6%	24.5
150	3 Mobile Harbour cranes	NA	NA	8	NA	2,40,000	1,84,181	76.7%	-6%	25.0
350	4 Super Post Panamx and 3 Post Panamax	20	NA	6	NA	15,00,000	9,16,414	61.1%	8%	30-35
1620	24 Super Post Panamax	72	8	NA	NA	24,00,000	22,70,181	94.6%	12%	175.0
NA	4 Mobile Harbour Cranes	NA	NA	9	NA	8,50,000	6,19,845	72.9%	-3%	20-30
84	3 Post Panamax	8	0	2	1	4,50,000	86,132	19.1%	-41%	NA

INDIAN CONTAINER TERMINAL RANKING BY Volume

FY 2024-2025

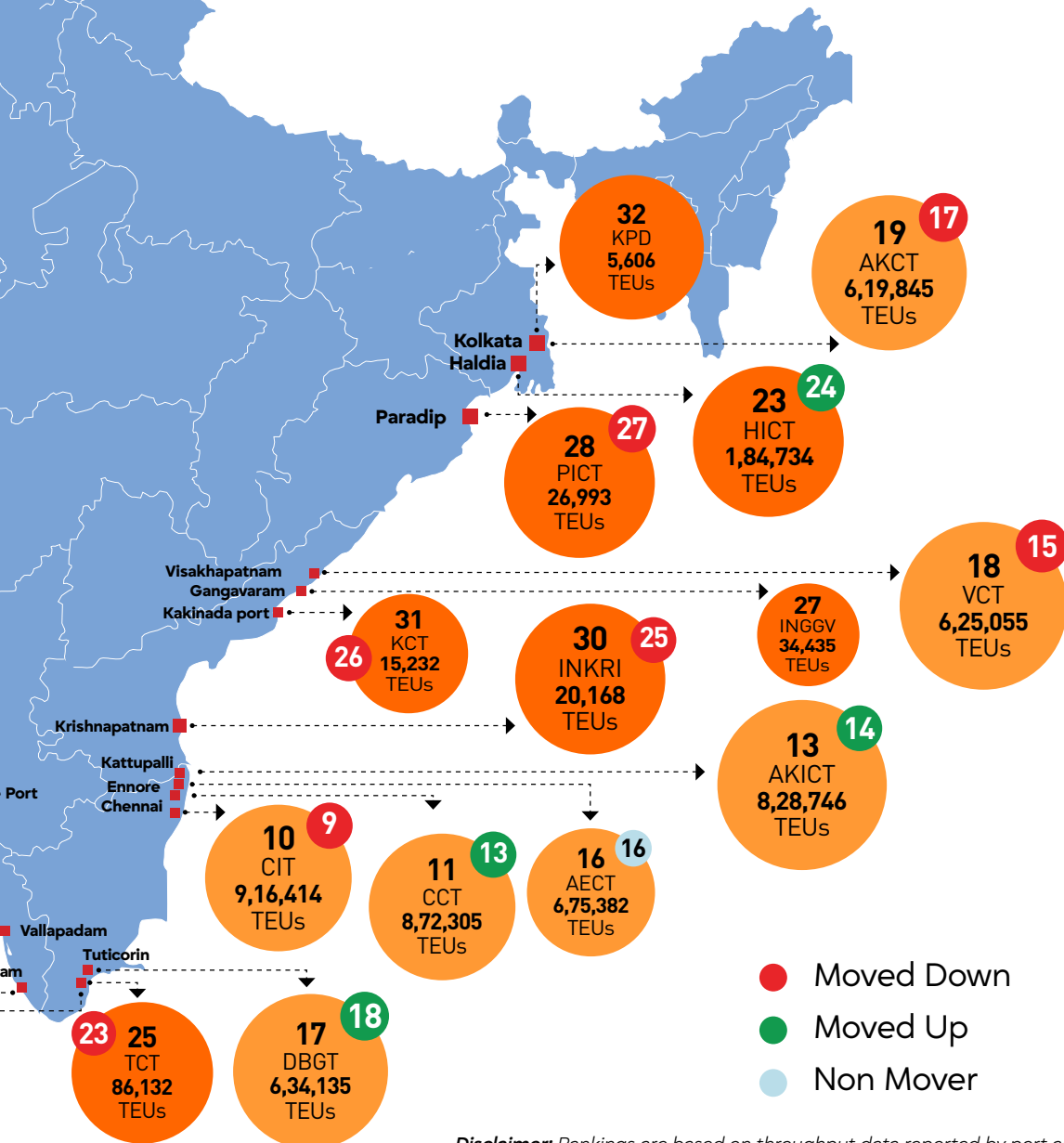




Total Installed Capacity
3,43,80,000 TEUs

Total Throughput
2,48,26,350 TEUs

- >10,00,001 (TEUs)
- 5,00,001-10,00,000 (TEUs)
- 0-5,00,000 (TEUs)



Disclaimer: Rankings are based on throughput data reported by port and terminal authorities and other reliable sources. While accuracy has been prioritized, Maritime Gateway accepts no responsibility for any errors or misrepresentation in the data presented.

SOUTH ASIA CONTAINER TERMINAL DATA SHEET FOR THE FY - 2025

COUNTRIES	Container Terminal Name	Operated by	Port	Year of Commis- sion	Draft (m)	Berths	Quay Length (m)	Installed Capacity (TEUs)
BANGLADESH	Chittagong Port Terminals (GCB+CCT+NCT+NCY+S-CY+NOY)	Chittagong Port Authority	Chittagong port	1954-2007	8.5-9.2	21	3,550	6,92,780
	Pangaon Inland Container Terminal	Bangladesh Inland Water Transport Authority (BIWTA) & MEDLOG SA	Chittagong port	2013	4.5	2	180	1,16,000
	Mongla Port Containers	Mongla Port Authority	Mongla Port	2010	9.5	1	225	2,00,000
	Kamalapur ICD, Dhaka	Bangladesh Inland Water Transport Authority (BIWTA)	Chittagong Port	1987	NA	NA	NA	90,000
MALDIVES	Male Commercial Harbour	Maldives Port Limited	Port of Male	1986	WLB - 3.5m ELB - 3.5m Berth(NP) - 9m	3	WLB - 270m NP - 101	NA
	Hulhumale Terminal	Maldives Port Limited	Port of Male	2013	5.5	1	473	NA
	Kulhudhufushi Regional Port	Kulhudhufushi Port Limited	Port of kulhudhufushi city	2005	6.6	1	200	NA
	Hithadhoo Regional Port	Hithadhoo Port Limited	Port of Addu city	2005	7.5	1	130	NA
MYANMAR	MIP Container terminal	Myanmar Industrial Port	Yangon Port	2003	13	4	exist- ing-310m P1-600m P2-1200m	5,00,000
	Mayanmar International terminal thilawa	Hutchison group	Yangon Port	1997	9	5	1000	8,15,556
	Asia world port terminal	Asia World Port Management Co., Ltd (AWPM)	Yangon Port	1996	9	4	852	3,00,000
	TMT Ports	KT Services & Logistics Co.,Ltd	Yangon Port	2016	9	3	457	3,500
	Htee Tan Port Terminal	AWPM (entrusted by Shwe Nar Wah Co., Ltd)	Yangon Port	2012	9	2	616	3,00,000
	Ahlon International Port Terminal	MYANMAR ECONOMIC COROPRATION	Yangon Port	2015	9	3	600	50,000
NEPAL	Birgunj ICD	Himalayan Terminal Pvt Ltd for ICD;Nepal Intermodal Transport Development Board for ICP	NA	2001	NA	NA	NA	~150,000-180,000
SRI LANKA	East Container Terminal	Sri Lanka Ports Authority (SLPA)	Colombo Port	2015	18	3	1096	29,00,000
	Jaya Container Terminal	Sri Lanka Ports Authority	Colombo Port	1985	15	6	1,642	
	Unity Container Terminal	Sri Lanka Ports Authority	Colombo Port	2004	10.5	3	590	
	South Asia Gateway Terminal	John Keells Holdings, Maersk/APM Terminals, SLPA and Evergreen Marine Corporation	Colombo Port	1999	14.5	3	940	18,00,000
	Colombo International Container Terminal	China Merchants Port Holdings Company(85%) and SLPA	Colombo Port	2014	18	4	1200	33,00,000
	Colombo West International Terminal (CWIT)	Adani-John Keells Holdings consortium	Colombo Port	2025	20	4	1400	16,00,000
PAKISTAN	Qasim International Container Terminal	DP World	Qasim Port	1997	12	3	610	9,00,000
	Qasim International Container Terminal- T2	DP World	Qasim Port	2011	13	2	715	11,75,000
	Pakistan International container Terminal	International Container Terminal Services, Inc.	Karachi Port	2002	13.5	2	600	7,50,000
	Karachi Internantional Container Terminal	Hutchison Port holding (HPH)	Karachi Port	1996	13.5	3	963	7,00,000
	South Asia Pakistan Terminal	Hutchison Port holding (HPH)	Karachi Port	2017	16.5	4	1500	31,00,000
	Gwadar Container Terminal	China Overseas Ports Holding Company	Gwadar Port	2007	12.5	3	602	2,00,000

Note:

- Throughput FY (2024-25)* -> FY 2025 period varies country to country, Bangladesh: July 2024-June 2025, Maldives: May 2024-May 2025, Myanmar: April 2024-April 2025
- MHC* -> Mobile Harbout Cranes



Throughput (July 2024- June 2025)	Yard Area (Hectares)	Terminal Area (Hect- ares)	Total Ground Slots (TGS)	Reefer Plugs (Number)	Total Quay Cranes (Number)	Rubber Tyred Gantry Cranes (RTGC) (Number)	Rail Mounted Gantry Cranes (RMGC) (Number)	Reach Stackers (Number)	Fork Lifts (Number)	Crane Productivi- ty(Moves Per hour)
32,96,067	40+15+29+ 5.7+6.1+11.9	NA	NA	900	23	52	1	28	4	NA
3,022	5.5	NA	3500	48	2 MHC	NA	NA	NA	10	18-25
21,456	3.6	NA	NA	160	15 MHC	NA	NA	6	55	15
72,998	13.7	NA	NA	NA	NA	NA	NA	3	10	15-20
1,49,292	1.95	5.6	500	125	11 MHC**	2	NA	8	20	NA
NA	1.2	3.5	459	20	NA	NA	NA	2	11	NA
NA	0.5	1.5	80	3	NA	NA	NA	1	4	NA
NA	0.9	2	100	9	NA	NA	NA	1	4	NA
7,42,896	85	87	5500	360	5 + 9 MCH**	24	NA	25	35	30-35
	15	75	4239	108	4	12	NA	9	28	25-30
	12.3	12.14	3910	108	2	8	NA	NA	NA	30-35
	4.29	9.7	3372	19	3	3	2	2	3	25-30
	NA	NA	NA	NA	2	5	NA	NA	NA	25-30
	NA	20.23	13200	NA	3	4	NA	4	6	25-30
~120,000- 150,000	1.7	38	656	NA	10 MHC**	NA	NA	7	4	NA
25,00,000	18	26	2,400	NA	4	12	1	NA	NA	25-28
	45.5	45.5	9,800	1,548	20	59	4	12	24	22-25
	NA	1.53	1,020	NA	3	8	NA	2	NA	20-22
20,00,000	12	20	5430	540	14	36	NA	2	2	28-30
34,00,000	10	58	NA	1150	14	46	NA	4	12	30-32
7,17,226	NA	NA	NA	NA	8	NA	18	NA	NA	22-23
7,30,000	NA	24	NA	1000	9	27	NA	16	2	25-28
	16	35	NA	NA	NA	24	NA	NA	NA	24-26
26,50,000	NA	21	3910	450	"6 "	20	NA	11	16	22-24
	NA	26.03	NA	480	11	29	NA	10	8	23-25
	NA	85	NA	1000	16	52	NA	8	NA	28-30
NA	4.8	NA	2160	400	5	2	NA	NA	12	20-22

mar: Apr 2024-Mar 2025, Nepal - July 16 2024 - July 15 2025, Sri Lanka: Jan 2025 - Dec 2025, Pakistan - Apr 2024 - Mar 2025 23.





Adani Ennore Container Terminal (AECT)

As of January 2026, the Adani Ennore Container Terminal (AECT) has solidified its position as a major maritime gateway on the Coromandel Coast. Following a landmark partnership with the world's largest shipping line, MSC, the terminal has evolved from a developing facility into a high-efficiency strategic hub for the South Indian market. As a partner of Terminal Investment Limited (TiL), the operating arm of the Mediterranean Shipping Company (MSC), the terminal serves as the primary call for MSC's mother vessels and regional feeders. TiL brings world-class standard operating procedures, specialised crane technology, and advanced software used globally.

TiL is also backed by major global investors, including BlackRock (through Global Infrastructure Partners) and GIC (Singapore's sovereign wealth fund). This backing makes it easier for the terminal to fund multi-million-dollar expansions, such as the planned Phase 2 at Ennore. The AEX service collects Indian exports en route from Australia and Southeast Asia to Europe. Transit times from Ennore are approximately 18 days to Gioia Tauro, 21 days to Valencia, and 28 days to London Gateway. Direct services include the Sentosa Service and Falcon Service, linking Ennore directly to the US West Coast, North Europe, and the Middle East. Frequent calls from Maersk, CMA CGM, and Hapag-Lloyd serve Southeast Asian trade lanes (Singapore/Port Klang).

Facilities

- Super Post-Panamax Quay Cranes (65m outreach, 22 rows across)
- 12 Electric Rubber-Tyred Gantry Cranes (e-RTGs) for eco-friendly yard operations
- Reach Stackers and Empty Handlers for versatile container movement
- Internal Transfer Vehicles (ITVs) and specialised tractor-trailers

CFS

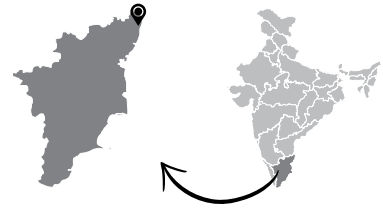
AECT is connected to all 29 CFSs in the Chennai cluster.

USP

- Congestion-Free Access: Located outside the Chennai city limits, it offers 24/7 access via the Northern Port Access Road, avoiding the peak-hour traffic restrictions that affect Chennai Port
- Its 16m draft allows it to accommodate larger, more fuel-efficient vessels than the neighbouring Inner Harbour terminals
- One of the few terminals in India to utilise 100% electric RTGs, aligning with Adani's "Net Zero" port goals for 2030
- As a TiL-partnered port, it offers "Priority Berthing" for MSC vessels, ensuring minimal waiting time for the world's largest container fleet.

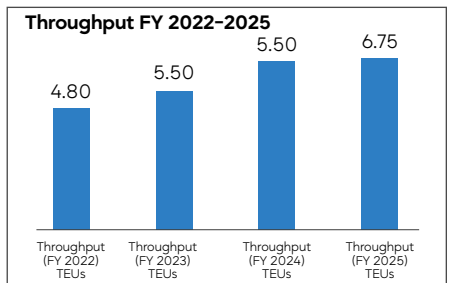
Adani Ennore Container Terminal (AECT)

Vallur Post, City: Chennai, Pin Code: 600120, State: Tamil Nadu, Country: India



Latitude / Longitude: 13.25164° N/80.32683° E

Key Data	
Port code	INENR
Operator	Adani Ennore Container Terminal Pvt Ltd (AECTPL)
Year of Establishment	February 2014
Installed Capacity	0.8 Million TEUs (Phase 1). The concession allows for expansion up to 1.4 million TEUs.
Throughput FY 25	0.65 – 0.70 million TEUs
Utilisation	85%
CEO	Karan Adani
Website	https://www.adaniports.com/ports-and-terminals/ennore-terminal



Rail/Road Connectivity

Its "on-dock" rail siding provides a direct link to the ICD Whitefield (Bangalore), making it the preferred gateway for the Karnataka electronics and automotive belt. CONCOR and Adani Logistics operate daily "Block Trains." These rakes enable cargo from the Bangalore and Hyderabad hinterlands to bypass Chennai's congestion, achieving a "Port-to-ICD" transit time of under 18 hours. As of January 2026, the Northern Port Access Road has become operational, providing high-speed connectivity to the Chennai-Kolkata Highway.



Adani Gangavaram Port Limited (AGPL)

As of January 2026, Adani Gangavaram Port Limited (AGPL) has fully transitioned into a premier, multi-cargo gateway on India’s East Coast. Located in Visakhapatnam, Andhra Pradesh. It is recognised as the deepest all-weather port in India, capable of handling the world’s largest Super Cape-size vessels. The port is located at Gangavaram, Visakhapatnam, adjacent to the Visakhapatnam Steel Plant (RINL). It is 100% owned and operated by Adani Ports and Special Economic Zone Limited (APSEZ). Following a strategic acquisition completed in 2021, Adani Ports moved from a majority stake to total ownership, integrating Gangavaram into its “string of pearls” port network. Gangavaram serves as a strategic “call-of-choice” for major global carriers such as MSC, Maersk, and COSCO. While Gangavaram has historically been a bulk-heavy port (handling coal, iron ore, and fertiliser), FY25 marked its aggressive entry into the Container Trade. The terminal welcomed its first scheduled container vessel call, the MV Synergy Keelung, in mid-2024. It handles massive import services for coking coal and bauxite, notably serving mother vessels for RINL and the Vedanta alumina refinery. In September 2025, the port set a landmark for internal efficiency by dispatching 48,271 MT of cargo within 24 hours for RINL. By early 2026, the terminal had secured regular calls from mainline operators, including MSC (e.g., the MSC Tracy V call in Jan 2026), connecting it to global trade lanes. It primarily operates on a Feeder-and-Relay model. High-frequency feeder services connect Gangavaram to transshipment hubs such as Colombo and the newly operational Vizhinjam Port.

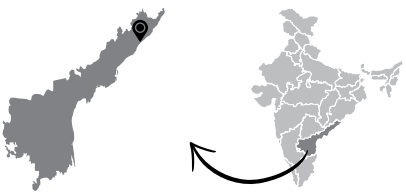
Facilities

- 9 operational berths with depths up to 21 meters, allowing fully laden 200,000 DWT vessels
- 1.4 lakh sq. meters of covered storage and vast open stackyards
- The port has recently upgraded to the Zodiac Terminal Operating System (TOS), Adani’s proprietary smart-port software
- Facial Recognition Systems (FRS) and RFID-based truck tracking
- AI-led vessel scheduling and yard management to ensure a “zero-congestion” environment

USP

- With the deepest draft in India, it is the only port on the East Coast capable of handling fully laden Super Cape-size vessels (21m draft)
- Zero Tidal Restrictions: All-weather, 24/7 navigation ensures no “waiting time” due to tides
- Located on the doorstep of RINL and the Vizag industrial corridor, drastically reducing “last-mile” logistics costs
- Offers end-to-end “Port to Factory” solutions through Adani’s unified rail and trucking network

Adani Gangavaram Port Limited (AGPL)
Gangavaram (PO), Pedagantyada (M),
Visakhapatnam District,
Andhra Pradesh, India



Latitude / Longitude: 17.62° N / 83.24° E

Key Data	
Port Code	INGGV
Operator	Adani Ports and Special Economic Zone Limited (APSEZ)
Year of Establishment	2008 (Port); 2021 (Adani)
Installed Capacity	0.5 million TEUs.
Throughput (FY25)	0.15 – 0.20 Million TEUs
Utilisation	35% – 40%
CEO	Amit Malik
Website	https://www.adaniports.com/ports-and-terminals/gangavaram-port

Equipments

- High-capacity Mobile Harbour Cranes (MHCs) and advanced ship unloaders (2400 TPH)
- Reach stackers, empty container handlers, and specialised dumper-reclaimers for bulk-to-container integration
- Two newly inducted locomotives (Jan 2026) for high-speed internal shunting
- A 3-km automated conveyor system for dust-free, high-speed movement of bulk cargo directly to the stackyards

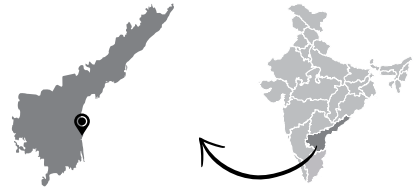
Rail/Road Connectivity

Connectivity: Serviced by the Visakhapatnam CFS cluster (over 10 facilities) and linked to major ICDs in Hyderabad, Nagpur, and Raipur. CONCOR and Adani Logistics are the primary rail partners. The port’s unique “on-dock” rail siding enables seamless bulk-to-rail transfers, particularly for the cement and steel industries.



Adani Krishnapatnam Container Terminal (AKCT)

P O BAG, No. 1, MUTHUKUR, Sarvepalli I,
Andhra Pradesh 524320



Latitude / Longitude: 14° 15' N / 80° 08' E

Adani Krishnapatnam Container Terminal (AKCT)

The Adani Krishnapatnam Container Terminal (AKCT), located within the Krishnapatnam Port, remains a critical strategic asset for Adani Ports & Special Economic Zone (APSEZ) on India's East Coast. The terminal serves as a high-productivity gateway for the South Andhra and Karnataka hinterlands. The port set a record in June 2025, handling 5.85 MMT of cargo. The terminal has direct weekly links to Southeast Asia, with transshipment via Colombo. It is serviced by Maersk, MSC, and other Main Line Operators connecting to Singapore and Port Klang. It serves as a hub for feeder vessels from the smaller East Coast ports to mother-vessels.

Facilities

- 725 metres (across two berths)
- Deep natural draft of 18 metres (capable of handling 8,000+ TEU vessels)
- Massive backup area of over 4,500 acres for port-led industrialisation
- 100+ plug points with 24/7 power backup
- Recently upgraded to the Zodiac Terminal Operating System and integrated with Customs EDI Connectivity for paperless clearance

CFS

Adani Krishnapatnam Container Terminal (AKCT) is supported by a specialised cluster of 5-6 major Container Freight Stations (CFSs). These high-capacity facilities are strategically located within a 15-20 km radius of the port to ensure rapid evacuation and "zero-bottleneck" movement. Major CFS operators at Krishnapatnam are: Seabird CFS, Sravan Shipping CFS, and Gateway Distriparks.

USP

- Its 18m draft is among the deepest in India, allowing large vessels to call without tidal restrictions
- The adjoining 6,800 acres make it ideal for port-led manufacturing hubs
- It is known for extremely high crane productivity, often exceeding 30 moves per hour per crane
- It offers bottleneck-free evacuation for heavy trailer traffic
- The port can handle up to 40 rakes per day (across all cargo types), with dedicated sidings for containerised traffic to ensure zero berthing-to-rail delay.

Rail/Road Connectivity

As of early 2026, Adani Krishnapatnam Container Terminal (AKCT) is connected to a network of approximately 12-15 key Inland Container Depots (ICDs) across South and Central India. The primary ICD hubs serviced by AKCT are Whitefield, Malur, Marripalam, Sanathnagar, Nagulapally, Nagpur and Gunthur. The most critical rail links for AKCT are ICD Malur (Adani's own facility) and ICD Whitefield. The terminal operates frequent "Fixed Day" trains to these locations to serve the large electronics and automotive manufacturing clusters in Karnataka. AKCT is equipped to handle Double-Stack Container Rakes, primarily for the North and Central Indian ICDs. As the terminal is 100% owned by Adani Ports (APSEZ), it benefits from a "synergistic" relationship with Adani Logistics, which operates its own private ICDs alongside the state-owned CONCOR (Container Corporation of India). CONCOR and Adani Logistics operate daily "Double-Stack" container rakes. The terminal is linked to the main Chennai-Kolkata rail line via a 19-km private rail siding. It is directly connected to National Highway 16 (NH-16) via a dedicated 18-km six-lane port road, serving as a gateway for the Chennai-Kolkata corridor.

Key Data

Port code	INKRI
Operator	Adani Krishnapatnam Port Limited (AKPL)
Year of Establishment	September 2012
Installed Capacity	1.2 Million TEUs
Throughput FY	0.45 – 0.55 Million TEUs
Utilisation	42-46%
CEO	Jagdish Patel
Website	https://www.adaniports.com/ports-and-terminals/krishnapatnam-port



Equipments

- 5 Post-Panamax Quay Cranes (Twin-lift capability)
- 9 Rubber-Tyred Gantry Cranes (RTGCs)
- Dedicated reach stackers and empty container handlers
- Specialised ITVs for yard-to-quay shuttle operations



Adani Mundra Container Terminal-2 (AMCT-2)

As of January 2026, Adani Mundra Container Terminal-2 (AMCT-2), often referred to simply as T2, remains a flagship asset within the Adani Ports and Special Economic Zone (APSEZ) portfolio. It serves as a high-efficiency gateway for the industrial clusters of North and Northwest India. Situated in the Mundra Port complex on the Gulf of Kutch in Gujarat, the terminal officially commenced commercial operations in August 2007.

It was developed as Mundra’s second dedicated container facility to handle the rapid surge in “box” traffic following the success of Terminal 1. In December 2025, the terminal achieved a record monthly milestone, handling 131,065 TEUs, a testament to its operational scaling in 2026. Unlike Mundra’s other terminals (which are joint ventures with MSC or CMA CGM), AMCT-2 is wholly owned and operated by Adani Ports and Special Economic Zone Limited (APSEZ). APSEZ’s 100% control over its operational and commercial strategies enables rapid decision-making and technology pilots. AMCT-2 is a preferred call for both mainline global services and high-frequency feeders. Maersk, MSC, Hapag-Lloyd, and CMA CGM frequent the terminal. In early 2026, the terminal saw a surge in intra-Asia and Middle East services (Jebel Ali/Bandar Abbas). It also acts as a critical hub for European relay cargo and direct calls from the Far East, for key services such as EPIC, MEDEX, INDAMEX and SWAX.

Facilities

- 2 dedicated berths with a combined quay length of 632 meters
- A deep alongside draft of 14.5 to 15.5 meters, capable of handling large container vessels
- Extensive yard space with a dedicated Reefer Zone (200+ plug points)
- Automated Gate System (AGS) with RFID and OCR for seamless truck turnaround
- In late 2025, AMCT-2 completed a migration to the latest version of the Zodiac Terminal Operating System (TOS)
- Includes AI-driven yard shuffling to minimise crane “idle time”
- Integrated with the National Logistics Portal (Marine) for paperless documentation
- Real-time logging for service requests, billing, and vessel status updates
-

USP

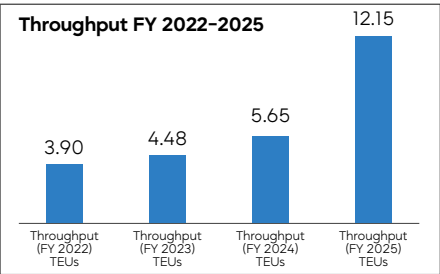
- The primary gateway for the Western Dedicated Freight Corridor (WDFC), offering the fastest transit to Northern India
- As a 100% Adani-owned terminal, it offers highly flexible, customer-centric tariff and berthing options
- Capable of handling not just containers but also high-speed Ro-Ro (Automobile) loading on specialised berths nearby
- Part of the first major Indian port cluster to be certified as “Zero Waste to Landfill”

Adani Mundra Container Terminal-2 (AMCT-2)
Adani House, P.O. Box 1, Mundra,
Kutch, 370421, Gujarat



Latitude / Longitude: 22.84° N / 69.69° E

Key Data	
Port Code	INMUN-AT2
Operator	APSEZ
Year of Establishment	2007
Installed Capacity	1.30 million TEUs
Throughput (FY 25)	1.18 million TEUs
Capacity Utilisation	91%
CEO	XXX
Website	https://www.cma-cgm.com/ebusiness/schedules/terminal/detail/INMUN-AT2



Rail/Road Connectivity

Connected to major ICDs in NCR (Dadri/ Tughlakabad), Ludhiana, and Jaipur. Role of CONCOR/Private Operators: CONCOR and Adani Logistics operate high-speed “Double Stack” container trains. In July 2025, Mundra handled a record 898 double-stacked rakes, many of which were serviced via AMCT-2’s rail siding. Major Private Rail Operators are: Adani Logistics Ltd, Gateway Rail Freight Ltd, DP World (Rail Division), Hind Terminals (Ares Group), Arshiya Rail, and Reliance Infrastructure.

CFS/Warehouse

Serviced by over 15 local CFSs (e.g., Allcargo, Hind, and CWC)



Adani Kattupalli Port (AKP)

The Adani Kattupalli Port Private Limited (AKPPL) is a modern deep-water port in the Tiruvallur district of Tamil Nadu, approximately 35 km north of Chennai. Originally developed as a shipyard-cum-captive port, it was acquired by Adani Ports and Special Economic Zone (APSEZ) and has since become a critical multipurpose gateway for South India's automotive and industrial clusters. Following its 2018 acquisition of Kattupalli from Larsen & Toubro (L&T), Adani has integrated it into its string of ports along the eastern coast. There is no major joint venture for terminal management, allowing APSEZ to implement its standardised, high-efficiency operational model independently. It is increasingly used as a spillover and efficiency-driven alternative to the congested Chennai Port. The port also handles a significant volume of non-containerised cargo, recently setting a record by handling 35,000 MT of soda ash in 2025. Kattupalli is a key call for major global alliances, including the 2M Alliance (Maersk, MSC) and the Ocean Alliance (CMA CGM, COSCO). Weekly services connect Kattupalli directly to the Far East (China, Korea), South East Asia (Singapore, Port Klang), and the Middle East (Jebel Ali). In January 2026, APEX and Glottis Ltd launched a new fortnightly Glottis Service to enhance regional connectivity with key Asian markets.

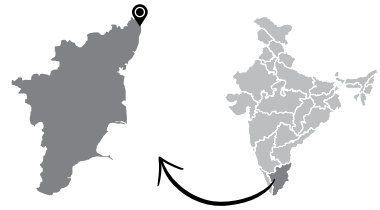
Facilities

- 3 operational berths with a total length of 1,007 metres and a deep draft of 16 metres
- A vast yard area, including a dedicated Direct Port Delivery (DPD) warehouse
- Dedicated Ro-Ro infrastructure for the automotive industry, capable of handling large car carriers
- The on-dock rail siding allows rapid evacuation of containers directly from the berth to the railcar, bypassing road congestion
- Its 16-metre draft allows the berthing of ultra-large container vessels (ULCVs) that cannot call at older, shallower ports in the region
- As of January 2026, AKPPL operates as a "Smart Port." It utilises high-end Terms of Service to manage vessel planning, yard stacking, and gate operations

USP

- **Congestion-Free Access:** Located outside the Chennai city limits, it offers 24/7 access via a congestion-free approach road, avoiding the "no-entry" hours that affect Chennai Port
- For the first time in Indian port history, it has utilised breakwater rock areas for on-grid solar power generation, significantly lowering its carbon footprint
- Sub-30-minute truck turnaround times and automated gate complexes ensure some of the fastest evacuation rates in South India
- Over 60% of the regional CFSs and empty container yards are located in the immediate vicinity of the port

Adani Kattupalli Port (AKP)
Kattupalli Village, Ponneri Taluk, Tiruvallur
District, Tamil Nadu – 600120

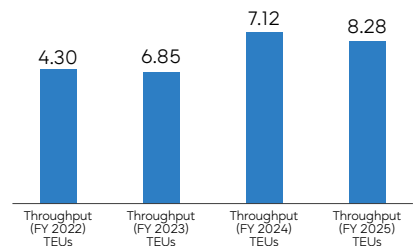


Latitude / Longitude: 13.3123° N / 80.3405° E

Key Data

Port Code	INKAT
Installed Capacity	1.2 million TEUs.
Throughput (FY 25)	0.85 million
Capacity Utilisation	0.71%
CEO	Ashwani Gupta
Website	https://www.adaniports.com/ports-and-terminals/kattupalli-port

Throughput FY 2022-2025



Rail/Road Connectivity

The port is connected to major Inland Container Depots (ICDs) in the hinterland, including Tondiarpet, Irugur, and Whitefield. CONCOR and private train operators, such as Adani Logistics and Gateway Rail provides the port's critical link to the deep hinterland. CONCOR primarily handles the movement of EXIM boxes to the Bengaluru and Coimbatore industrial belts.

CFS & Warehouses

An on-dock CFS (Container Freight Station) offering integrated value-added services Kattupalli serves a robust network of over 30 CFSs across the Chennai-Ennore-Kattupalli cluster.



APM Terminals Mumbai (APMT)

APM Terminals Mumbai (APMT), also known as Gateway Terminals India (GTI), is located at Nhava Sheva, Jawaharlal Nehru Port (JNPT), Navi Mumbai, Raigad District, Maharashtra, India, on the east side of Mumbai Harbour. GTI is jointly operated by APM Terminals and Container Corporation of India (CONCOR), with APM Terminals holding a 74% stake, with CONCOR holding the balance. The joint venture company, Gateway Terminals India Private Limited (GTIPL), leverages APM Terminals’ global port and terminal experience with CONCOR’s domestic logistics strength. The concession/partnership agreement was signed on 10 August 2004 between Jawaharlal Nehru Port Authority (JNPA) and GTIPL to redevelop the container terminal at JNPT on a build-operate-transfer (BOT) basis for 30 years. The terminal serves as a primary container gateway for India’s west coast, handling container shipments to foreign ports in Asia, Europe, the Middle East, Africa, and the Americas via scheduled services operated by carriers Maersk, MSC, CMA CGM, Hapag-Lloyd, ONE, and Yang Ming, among others. It can handle Post-Panamax and large mainline container vessels. The ME2 Service to the Mediterranean was launched in February 2024 by Maersk, specifically for perishable cargo. In January 2026, two services were introduced. RWA1 connects the Middle East and India to West Africa, carrying cargo from India’s manufacturing hubs to markets in West Africa. CIMEX, in partnership with CMA CGM and COSCO, provides connectivity between Far East Asia (China/Korea), India, and the Middle East.

Facilities

- Supports Direct Port Delivery and Direct Port Entry for containers
- The container turnaround cycle is 25.6 days.
- The port’s average vessel turnaround time is 30 hours
- Channel draft ~13.1 m (chart datum)

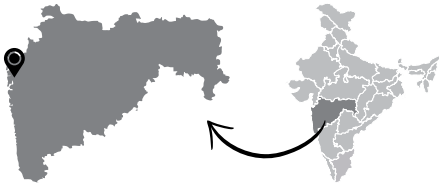
USP

- The JV is between two logistics powerhouses
- It has links to over 47 ICDs
- It has direct rail connectivity to ~47 ICDs across India, more than any other terminal at JNPT
- The terminal has introduced the E-Form 13 system in India. It uses AI-driven predictive maintenance for its cranes to ensure near-zero downtime
- Rail-Out by Bill of Lading ensures that all containers under a single BL are loaded onto the same rake
- Once WDFC is complete, the transit time will be reduced to less than 30 hours
- APM Terminals brings best-in-class TOS (Navis N4)
- The RWA1 and CIMEX services ensure that Far East imports arrive closer to the “weekend peak” for faster rail-out to North India via the WDFC

CFS

As of January 2026, GTI has integrated 34 to 36 active CFSs. All CFSS in the Dronagiri, Uran, and Panvel clusters are “connected” to the APMT terminal. Most of these facilities are within a 10–15 km radius

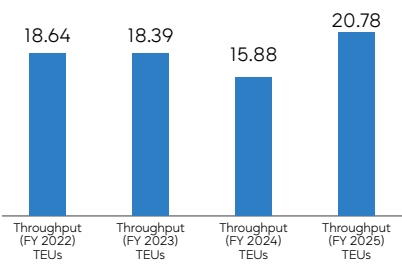
APM Terminals Mumbai (APMT)
GTI House, JNPT, Sheva, Navi Mumbai,
Taluka – Uran, District Raigad,, Juna
Sheva, Maharashtra 400707



Latitude / Longitude:18°56'N / 72°56'E

Key Data	
Port code	INNSA
Operator	Gateway Terminals India (GTI),
Year of Establishment	2004
Installed Capacity	2.2 million TEUs
Throughput FY25	2.17 million TEUs
Capacity Utili-sation	>95%
CEO	Arunjay Kumar Singh
Website	https://www.cma-cgm.com/ebusiness/schedules/terminal/detail/INMUN-AT2

Throughput FY 2022-2025

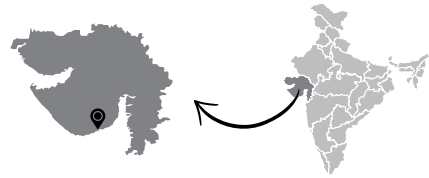


Rail/Road Connectivity

By March 31, 2026, the final section of the Western Dedicated Freight Corridor (WDFC) would be complete, enabling double-stack container trains of 180 TEUs between Mumbai and Delhi/NCR. It would serve Palanpur and Marwar Junctions, from where cargo can connect to Rajasthan and North Gujarat. GTI is connected to National Highways (NH) 4B, 4, 17, 3 & 8, and State Highway 54.



APM Terminals Pipavav (APMTP)
Pipavav Road Post Office – Rampara
No.2, Gujarat 365560



APM Terminals Pipavav (APMTP)

APM Terminals Pipavav (APMTP), officially known as Gujarat Pipavav Port Ltd (GPPL), is India's first private-sector port. Situated in the Amreli district on the southwest coast of Gujarat, the port lies on major international maritime trade routes, 152 nautical miles from Nhava Sheva, Mumbai. APMTP is a public-private partnership. It is managed and operated by APM Terminals, part of the A.P. Moller-Maersk Group, which holds a 43.01% lead promoter stake. Public and institutional investors hold the remaining shares. The port's governance aligns with APM Terminals' global standards for safety, efficiency, and sustainability. The terminal is a preferred destination for major global shipping lines, including Maersk, Hapag-Lloyd, ONE, COSCO, OOCL, and X-Press Feeders. Key services include MECL (US East Coast), IOS (Europe), FM3/NWX (Far East), and Shaheen Express (Middle East). The port offers weekly scheduled calls and has pioneered direct port delivery (DPD) protocols to enable faster evacuation. The terminal has Ro-Ro capacity to handle 250,000 vehicles per year.

Facilities

- 735 metres of total container quay length and a dedicated liquid berth
- Draft of 14.5 metres at chart datum, enabling day and night navigation
- Over 500 reefer plug points and a dedicated reefer lane at the gate
- 450,000 KL of operational tankage for liquid cargo and LPG
- Liquid Cargo Capacity: 2 million MT per annum

USP

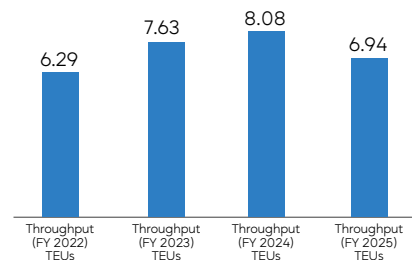
- First Mover in Rail: India's first port to handle double-stack high-cube container rakes.
- Eco-Leadership: On track for net-zero by 2040; currently procures 40% of its electricity from renewable hybrid wind-solar projects
- Natural Protection: A naturally protected all-weather port sheltered by two islands, ensuring minimal downtime even during monsoons
- Offers the shortest rail distance from the sea to the industrial hubs of Northwest India (Rajasthan, Punjab, and Delhi)
- One of the few terminals offering scheduled "Reefer Trains" equipped with power-packs
- Pipavav consistently ranked in the Global Top 30 list of the Container Port Performance Index (CPPI)

Latitude / Longitude: 20°54'N / 71°30'E

Key Data

Port Code	INPPV
Operator	APM Terminals
Year of Establishment	2001
Installed Capacity	1.35 million TEUs
Throughput (FY25)	0.82 million
Utilisation	61%
Managing Director	Girish Aggarwal
Website	https://www.apmterminals.com/pipavav

Throughput FY 2022-2025

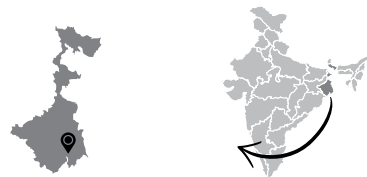


Rail/Road and ICD

Rail is the backbone of Pipavav's success. The port owns a 38.8% stake in Pipavav Railway Corporation Limited (PRCL). CONCOR remains a vital partner, operating frequent block trains. APMTP is exceptionally well-connected to the northwest hinterland. Connected to over 47 ICDs via rail, to hubs like Ludhiana, Jaipur, and the National Capital Region (NCR) 65,000 sq. meters of covered warehouse space and a 100,000 sq meters coal yard. The terminal is supported by an extensive network of local CFSs in the Pipavav-Rajula region.



Kidderpore Dock (KPD)
Khidirpur, Kolkata,
West Bengal 700043



Latitude / Longitude: 22°32'53" / 88°18'5"

Kidderpore Dock (KPD)

As of January 2026, the Kidderpore Dock (KPD) has entered a new era of modernisation. Traditionally known for handling break-bulk cargo, KPD has recently pivoted towards high-efficiency container operations with the commissioning of its first Public-Private Partnership (PPP) terminal with Century Ports Limited (a subsidiary of Century Plyboards India Ltd). It is located in Kidderpore, Kolkata, on the River Hooghly. KPD specialises in short-sea and riverine feeder operations. While the Netaji Subhas Dock (NSD) is the larger container terminal in the Kolkata Dock System (KDS), the recent commissioning of the KPD has integrated the facilities to create a high-efficiency multimodal hub. KPD acts as a vital link in India's "SagarMala" vision by shifting cargo from congested road and rail networks to more economical water routes. It serves as a primary feeder node for larger transshipment hubs. Containers from KPD are frequently shipped via coastal routes to the Haldia Dock Complex (HDC), Visakhapatnam (VCTPL), and Chennai, where they connect to global mother vessels. The terminal primarily serves EXIM trade for Nepal, Bhutan, and the Northeastern states. It also serves as a vital link for the India-Bangladesh coastal trade route and National Waterway 1 (NW-1). A significant portion of KPD's coastal throughput consists of containerised agricultural products (such as rice and pulses) bound for Southern Indian ports. Containers are moved on coastal-class barges via National Waterway 1, serving the hinterlands of Bihar and Uttar Pradesh.

Facilities

- Modernised berths at KPD-I (West) with heavy-load-bearing surfaces
- Dedicated plug-in stations for perishable cargo (shrimp and processed food)
- Significant on-dock and off-dock storage space, including bonded warehouses
- Tidal-dependent riverine draft of approximately 7.5 to 8.5 metres
- Powered by an Advanced Terminal Operating System (TOS) for real-time tracking, automated gate management, and paperless documentation

USP

- The first successful private container terminal within the historic Kolkata Dock System.
- Exceptional integration of sea, rail, road, and inland waterways (NW-1).
- Located at the heart of Kolkata's industrial and consumption hub, minimising "last-mile" delivery costs.
- Transformation of heritage infrastructure into a future-ready terminal, backed by ₹190 crore in private investment.

CFS

As of January 2026, the Kidderpore Dock (KPD), under the Syama Prasad Mookerjee Port, Kolkata (SMPK), is primarily serviced by a cluster of 9 specialised Container Freight Stations. All nine CFSs are fully EDI-enabled (Electronic Data Interchange), ensuring that cargo cleared at the CFS is instantly updated in the terminal's Zodiac Terminal Operating System and the ICEGATE portal. Most of these CFSs are situated along Hide Road and Taratala Road, providing them with direct, congestion-free access to NH-117 and the wider national highway network (NH-16 and NH-19).

Key Data

Port code	INCCU1
Operator	Century Ports Ltd
Year of Establishment	August 16, 2025
Installed Capacity	0.165 million TEUs
Throughput FY25	0.06 – 0.08 million TEUs
Utilisation	40% – 50%
CEO	Asutosh Jaiswal
Website	https://smp.smpportkolkata.in/smpk/kol/en/facilities/

Equipments

- High-efficiency cranes for flexible ship-to-shore handling
- Dedicated units for inland waterway and barge-to-shore movement
- Reach stackers, internal terminal vehicles (ITVs), and advanced forklifts
- High-speed container scanning for customs compliance

Rail/Road and ICD

Integrated with the KDS (Kolkata Dock System) Railway. CONCOR and private train operators provide daily rakes for Nepal-bound cargo and for distribution across North-East India. Strategically located 12 km from NH-16 (formerly NH-6) and NH-19 (formerly NH-2), with direct access to the Vidyasagar Setu (Second Hooghly Bridge).



Nhava Sheva Freeport Terminal (NSFT)

As of January 2026, the Nhava Sheva Freeport Terminal (NSFT), formerly the JNPCT facility, has completed its transition to a state-of-the-art, high-efficiency gateway. Located within the Jawaharlal Nehru Port Authority (JNPA) complex in Navi Mumbai, Maharashtra, it serves as the premier entry point for the industrial heartlands of North and Northwest India. NSFT is operated as a joint venture between J M Baxi Ports & Logistics and CMA Terminals (a subsidiary of the CMA CGM Group). The partners hold a 50:50 stake in the terminal. The concession agreement with JNPA was signed in July 2022 for 30 years, and the terminal officially commenced operations under the new management on February 14, 2023. As a “multi-user” terminal with a lead promoter (CMA CGM), a global shipping giant, NSFT attracts high-frequency mainline services. It is a primary call for the EGIA and ECSX services (linking India to the Middle East and East Africa). Regular weekly calls connect Nhava Sheva to Southeast Asia (Singapore/Port Klang), the Mediterranean, and the US East Coast. Since the expansion, the terminal regularly handles 12,000 – 18,000 TEU vessels with ease.

Facilities

- A continuous 680-meter quay with a deepened draft of 15.5 meters
- 580 dedicated reefer plug points for temperature-sensitive cargo
- 2 full-length on-dock rail sidings, allowing for direct transfer from ship to rail
- 10-lane automated gate complex to minimise truck turnaround time
- Powered by Navis N4 Terminal Operating System, integrated with E-Form 13 for paperless transactions

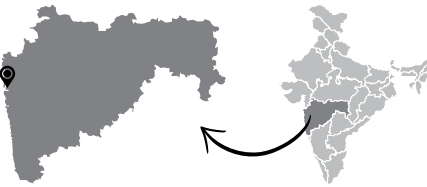
USP

- The 15.5m draft allows the latest generation of ultra-large container vessels (ULCVs) to berth without tidal delays
- One of the few terminals with dedicated rail sidings that bypass common port road bottlenecks
- Fully paperless operations via the “Customerry” portal and real-time container tracking via the Logistics Data Bank (LDB)
- Implemented the “Focus” invoicing system and drive-through scanning in 2025, achieving some of the lowest truck dwell times in the JNPA cluster

CFS

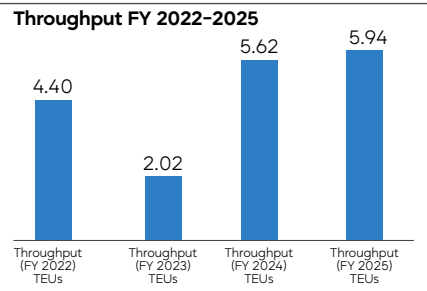
Connected to over 35 Container Freight Stations in the Panvel-Uran cluster. J M Baxi’s local CFS is often used for “priority evacuation” of containers from the NSFT yard to reduce dwell time. Central Warehousing Corporation’s Dronagiri Node offers extensive bonded warehousing space for bulk commodities. Allcargo Logistics CFS is a “Hub of Choice” for LCL (Less than Container Load) consolidation. High-value electronics and automotive shippers often use Gateway Distriparks. Navkar Corporation (Yards 1, 2, & 3) is a “Mega-CFS” with its own private railway sidings, allowing containers to move from NSFT by rail rather than by road.

Nhava Sheva Freeport Terminal (NSFT)
NSFT Operations Centre, Near Approach Bridge No.3, JNPA Complex, Sheva, Uran, Raigad 400 702, Maharashtra



Latitude / Longitude: 18.9453° N / 72.9400° E

Key Data	
Port Code	INNSA
Operator	J M Baxi Ports & Logistics and CMA Terminals JV
Year of Establishment	July 21, 2022
Installed Capacity	1.8 million TEUs.
Throughput FY25	0.60 Million TEUs
Utilisation	33%
CEO	Aniruddha Lele
Website	https://www.nsft.com/





Rail/Road Connectivity

Direct rail connectivity to major Inland Container Depots, including Tughlakabad (Delhi), Dadri, Ludhiana, Nagpur, Ahmedabad, and Hyderabad CON-COR is the lead rail partner, operating high-priority double-stack rakes to the NCR. Private operators such as GatewayRail and Adani Logistics also play a significant role, utilising the Western Dedicated Freight Corridor (WDFC) to ensure transit times of under 36 hours to North Indian hubs.



Visakha Container Terminal (VCT)

As of early 2026, Visakha Container Terminal (VCT), commonly known as VCT, is the premier deep-water container gateway on India’s East Coast. Following the full operationalisation of its Terminal 2 (T2) expansion, the facility has become a high-capacity regional transshipment hub. Originally a joint venture with DP World, it is now fully managed by the J M Baxi Group. In 2024, Visakhapatnam Port (anchored by VCTPL) was ranked 19th globally in the World Bank’s Container Port Performance Index (CPPI), making it India’s most efficient container port. VCTPL is a major call for the Indusa Service, CIX (China-India Express), and IEX (South East India-Europe Express). The major lines operating are Maersk, MSC, Hapag-Lloyd, and ONE. The shipping lines offer direct weekly calls to the Far East (Singapore, Port Klang, and Shanghai), the Middle East (Jebel Ali), and Europe (Rotterdam and Antwerp). It also serves as a transshipment hub for feeders from Kolkata, Haldia, Paradip, and Chittagong.

Equipment

- 7 Post-Panamax Rail-Mounted Quay Cranes (RMQCs)
- 19 Rubber-Tyred Gantry Cranes (RTGCs)
- Reach Stackers (5 units) and Empty Container Handlers (ECH)
- 3 Internal Transfer Vehicles (ITVs)
- 2 Weighbridges (60 MT and 100 MT)

Facilities

- A continuous 845 meters across three berths
- Deep natural draft of 16 meters (capable of 17m), the deepest among Indian Major Ports
- 650+ plug points for temperature-controlled cargo
- 4,412 ground slots with dedicated hazardous cargo areas
- VCTPL utilises Navis SPARCS N4 for real-time vessel, rail, and yard planning. In 2025, the terminal further integrated SAP B-One and upgraded its Automated Gate Complex with OCR technology. It is fully EDI-enabled, connecting seamlessly with ICEGATE and the Port Community System (PCS)

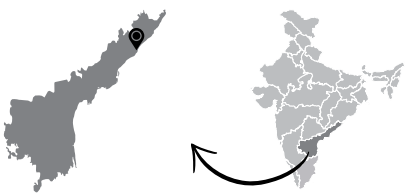
USP

- Only terminal on the East Coast with natural deep draughts capable of handling 16,000+ TEU vessels without tidal restrictions
- Strategically located for Bay of Bengal transshipment (Kolkata/ Bangladesh/Myanmar)
- The primary and most efficient gateway for Nepal’s third-country trade
- Offers a dedicated 1.5-km flyover for bypass traffic, ensuring rapid truck turnaround
- VCTPL has pioneered this “higher loadability” model to serve the industrial hinterland and landlocked neighbours

CFS

Services an extensive network of over 12 CFSs in the EXIM Park

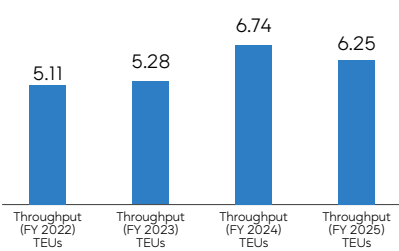
Visakha Container Terminal (VCT)
Opposite Town Hall, Next to Fishing Harbour, Beach Road, Visakhapatnam 530001, Andhra Pradesh



Latitude / Longitude: 22.73° / 69.66°

Key Data	
Port Code	INVTZ
Operator	J M Baxi Ports & Logistics
Year of Establishment	April 11, 2002
Installed Capacity	1.3 million TEUs (Post-T2 expansion in 2022)
Throughput FY25	0.75 – 0.85 million TEUs.
Utilisation	60–65%.
CEO / Terminal Head	Sudeep Banerjee (Senior VP & Terminal Head)
Website	https://www.vctpl.com/

Throughput FY 2022-2025



Rail/Road and ICD

Rail movement is a significant part of VCT’s evacuation strategy. CONCOR operates most of the rakes serving Northern India and Nepal. As of January 2026, VCTPL has consolidated its position as a major hub for Double Stack Container Trains on India’s East Coast. J M Baxi’s own rail wing and other private players operate dedicated “Double-Stack” rakes. These operators provide “Fixed Day” departures for Nepal-bound cargo under the Electronic Cargo Tracking System (ECTS). It is the primary gateway for ICD Birgunj (Nepal) and ICDs in NCR, Nagpur, and Hyderabad. A new 6-lan



Adani Hazira Container Terminal (AHCT)

As of January 2026, the Adani Hazira Container Terminal (AHCT), part of the larger Adani Hazira Port, has cemented its status as a premier multi-cargo gateway for South Gujarat and Central India. Strategically located in the Gulf of Khambhat near Surat, it offers a high-efficiency alternative to the Mumbai-cluster ports, particularly for the chemical, textile, and automotive belts. The terminal is located at Hazira, Surat, Gujarat. It is 100% owned and operated by Adani Ports and Special Economic Zone Limited (APSEZ). Unlike some joint-venture terminals at Mundra, AHCT is a standalone Adani facility, enabling seamless integration with the group's broader "Logistics as a Service" digital ecosystem.

AHCT is a critical port of call for the 2M Alliance (Maersk, MSC) and the Ocean Alliance (CMA CGM, COSCO). It frequently hosts mother vessels on the South Asia-Europe and India-Africa routes, reducing the need for transshipment via Colombo or Singapore. Beyond container traffic, the Hazira port complex achieved a record liquid throughput, handling over 0.5 million metric tonnes in a single month in late 2025. Weekly services such as the IAS and BIGEX2 connect Hazira directly to the Middle East (Jebel Ali, Khalifa), the Red Sea, and Southeast Asia.

Facilities

- 2 dedicated container berths with a total quay length of 650 metres and a deep draft of 14.5 to 15.0 metres
- 20 hectares of paved container yard with specialised zones for Hazardous (IMDG) cargo
- 400 reefer plug points, essential for South Gujarat's textile and perishable exports
- Capability to handle Ro-Ro (automotive), break-bulk, and liquid cargo within the same port complex
- AHCT operates as a "Smart Port." It utilises Zodiac, Adani's proprietary, next-generation Terminal Operating System

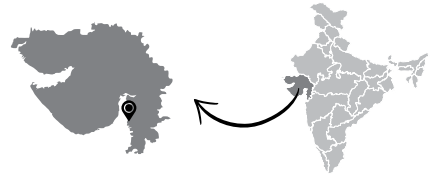
USP

- One of the few ports in the region capable of handling large container vessels (up to 13,000 TEUs) without tidal restrictions
- Provides a significant time advantage for South Gujarat industries (Vapi, Ankleshwar) by avoiding Mumbai's urban traffic bottlenecks
- The only terminal in the region where a shipper can handle container, liquid, and bulk cargo at a single integrated facility
- 100% electrification of yard equipment and a "Green Channel" for DPD (Direct Port Delivery) cargo, significantly reducing dwell times

CFS

Services 7-10 CFSs in the Surat-Hazira cluster, including the on-dock Adani CFS

Adani Hazira Container Terminal (AHCT)
At & Post Hazira, Taluka Choryasi, District
Surat, Gujarat, PIN Code 394270, India

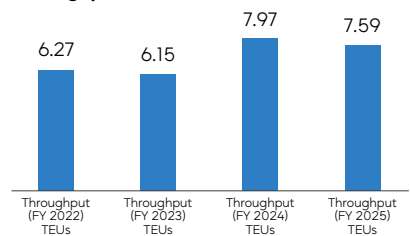


Latitude / Longitude: 21.096° N / 72.630° E

Key Data

Port code	INHZA
Operator	Adani Ports and Special Economic Zone Limited (APSEZ)
Year of Establishment	December 7, 2009
Installed Capacity	1 million TEUs per annum
Throughput FY 25	0.82 million TEUs
Utilisation	82%
CEO	Niraj Bansal
Website	https://www.adaniports.com/ports-and-terminals/hazira-port

Throughput FY 2022-2025



Rail/Road Connectivity

AHCT serves a wide network across the Delhi-Mumbai Industrial Corridor (DMIC): Linked to over 30 ICDs in the hinterland, including major hubs in Ahmedabad (Vatva), Hyderabad, and the NCR. CONCOR is the primary rail partner, having signed a landmark MoU in late 2025 to transport bulk cement in specialised tank containers via AHCT. Private operators such as Adani Logistics and DP World (Hazira Inland Terminal) operate dedicated "shuttle trains" between the port and North India, utilising the port's proximity to the Western Dedicated Freight Corridor (WDFC) to guarantee 36-hour transit times to Delhi-NCR.



Adani International Container Terminal (AICT)

Adani International Container Terminal Pvt Ltd (AICTPL), also known as Container Terminal 3 (CT-3), is located at Mundra Port in Kutch District, Gujarat, India, within Adani Ports & SEZ (APSEZ). It is a deep-water international container terminal serving EXIM cargo. AICTPL is a 50:50 joint venture between APSEZ and Terminal Investment Ltd (TIL). The agreement runs through February 2031. APSEZ is the largest commercial port operator in India, with a presence in 13 domestic ports across seven maritime states. TIL is the terminal investment arm of Mediterranean Shipping Company S.A. MSC is a world leader in global container shipping, offering digitised global services. AICTPL serves as the primary gateway for MSC. Other major carriers with frequent calls include CMA CGM, Hapag-Lloyd, COSCO, and Wan Hai. Direct services to Europe: Antwerp, Valencia, Gioia Tauro, Felixstowe, Rotterdam, Hamburg, Le Havre. Direct service to ports in US East Coast includes New York, Norfolk, Savannah, Charleston, and Houston. Direct service to ports in the Far East & SE Asia includes Singapore, Port Klang, Tanjung Pelepas, Shanghai, Ningbo, Qingdao, Busan, and Ho Chi Minh. Direct service to ports in the Middle East / Gulf includes Jebel Ali, Abu Dhabi, Salalah, King Abdullah Port, and Umm Qasr. Africa: Durban, Cape Town, Lomé.

Facilities

- Supports Direct Port Delivery and direct Port Entry
- The terminal serves as a gateway to the Delhi-Mumbai Industrial Corridor, providing the essential gateway for the massive volumes of cargo
- It has expanded the quay length to approximately 1,460 metres, with a draft of 16.0 to 16.5 metres, enabling it to handle the world's largest fully laden container vessel, up to 24,000 TEUs
- TCS DynaPORT, a cloud-ready, multi-tenant terminal operation system (TOS), serves as the digital backbone of AICTPL, greatly streamlining operations
- A gateway for perishables and pharmaceuticals. The terminal provides over 600 reefer plugs. The terminal also handles over-dimensional and dangerous cargoes
- Acts as a "mini-hub" for cargo from Kandla, Pipavav, and Hazira

Equipments

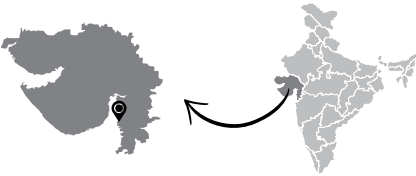
- 15 to 17 Super Post-Panamax Rail-Mounted Quay Cranes
- 50–52 Rubber Tyred Gantry (RTG) cranes
- 12 Reach Stackers
- 100 Internal Transfer Vehicles
- 4 Berths

CFS/ Warehouses

- Allcargo Terminals Limited
- Saurashtra Infra and Logistics
- Seabird Marine Services
- Gateway Distriparks Limited
- Central Warehousing Corporation

Adani International Container Terminal (AICT)

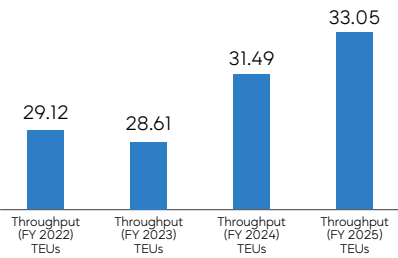
Adani Corporate House, Shantigram,
Near Vaishno Devi Circle, S. G. Highway,
Khodiyar, Ahmedabad – 382421,
Gujarat, India



Latitude / Longitude: 22.84° N / 69.70°E

Key Data	
Port code	INMUN
Operator	APSEZ and TIL
Year of Establishment	2011
Installed Capacity	3.1 million TEUs
Throughput FY25	3.2 to 3.4 million TEUs in the 2025 calendar year.
Utilisation	106% utilisation and approximately 97% utilisation of its maximum engineered capacity (3.4 million TEUs).
CEO	XXX
Website	https://terminal49.com/terminals/aictpl-adani-international-container-terminal-aictpl

Throughput FY 2022-2025



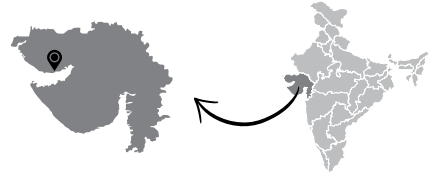
Rail services

The main private train operator serving AICTPL is Adani Logistics Limited – for Multimodal Logistics Parks (MMLPs) via the Western Dedicated Freight Corridor (WDFC). Container Corporation of India (CONCOR) provides connectivity to ICDs across its network. They operate dedicated rakes to 66 ICDs, including Tughlakabad, using double-stack container trains. Other private operators operating are Gateway Distriparks, Arshiya Logistics and DP World.



Adani Mundra Container Terminal (AMCT)

Adani House, P.O. Box 1, Mundra, Kutch,
370421, Gujarat



Latitude / Longitude: 22.73° / 69.66°

Adani Mundra Container Terminal (AMCT)

The Adani Mundra Container Terminal (AMCT) remains the flagship container facility at Mundra Port, India's largest commercial port. Located on the north-western coast in the Kutch district of Gujarat, AMCT serves as the primary maritime gateway for the landlocked industrial clusters of North and Northwest India.

AMCT is 100% owned and operated by Adani Ports and Special Economic Zone Limited (APSEZ). While Mundra Port hosts other joint-venture terminals—such as AICTPL (with MSC) and ACMT- PL (with CMA CGM), often referred to as CT-1 and CT-2—AMCT is Adani's standalone operational pride. It serves as a multipurpose container hub, handling a high volume of mainline vessels and specialised cargo. In December 2025, container volumes at the port grew 18% year on year, driven by transshipment and EXIM activity.

AMCT is a preferred call for major global carriers, including Maersk, Hapag-Lloyd, ONE, and Evergreen. In 2026, the terminal is a key node for the Gemini Cooperation (Maersk and Hapag-Lloyd) and THE Alliance. Frequent direct services connect Mundra to the US East Coast (MECL service), Europe (ME11/MX), and the Far East. The Shaheen Express continues to provide high-speed connectivity to the Middle Eastern hubs, including Jebel Ali.

Facilities

- 4 dedicated container berths with a total quay length of 1,440 metres and a draft of 16.5 metres
- Sixty hectares of container yard with dedicated zones for DPD (Direct Port Delivery)
- 1,200+ reefer plug points
- A dedicated "Cars in Containers" lashing and preparation zone
- AMCT utilises a sophisticated Terminal Operating System, the Zodiac or DynaPORT
- Under Adani's Digital Lighthouse Program, AMCT has integrated advanced AI and IoT tools

USP

- A 16.5m draft allows 24,000 TEU ships to berth without tidal restrictions
- Industry-leading truck turnaround times (TAT) of under 45 minutes due to automated gate systems and RFID tracking
- Offers the lowest logistics cost for shippers in North India due to its proximity compared to Mumbai-based ports

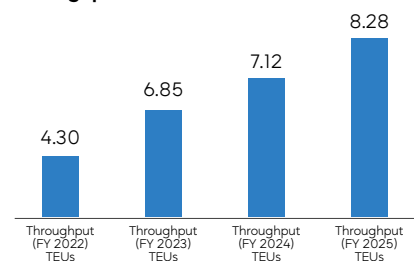
CFS

Services over 50 CFSs in the Mundra-Gandhidham cluster.

Key Data

Port Code	INMUN
Operator	Adani Ports and Special Economic Zone Limited (APSEZ)
Year of Establishment	August 2007
Installed Capacity	1.3 million TEUs.
Throughput FY 25	1.18 million TEUs
Utilisation	91%
CEO	Ashwani Gupta
Website	https://www.adaniports.com/

Throughput FY 2022-2025



Rail/Road Connectivity

AMCT is the heart of a vast hinterland network. It provides scheduled connectivity to over 60 ICDs across Rajasthan, Haryana, Punjab, and the National Capital Region (NCR). It operates daily block trains, including the flagship "Double-Stack" services to ICD Tughlakabad and ICD Dadri. With the Western Dedicated Freight Corridor fully operational in 2026, CONCOR has transitioned almost all its Mundra-bound traffic to this high-speed rail line. In collaboration with Maersk, CONCOR operates weekly "Retail Freight Express" trains to the NCR for lightweight, high-value lifestyle goods.



Bharat Mumbai Container Terminals (BMCT)

PSA Mumbai (Bharat Mumbai Container Terminals), also known as BMCT, is located at Juna Sheva in Navi Mumbai, Maharashtra, within the Jawaharlal Nehru Port (JNP) area. The terminal is equipped with some of India’s largest ship-to-shore cranes, designed to handle ultra-large container vessels. Bharat Mumbai Container Terminals Pvt Ltd is a wholly-owned subsidiary of PSA Bharat Investments Pte Ltd. PSA Bharat Investments Pte Ltd is part of PSA International Pte Ltd, which is majority-owned by Temasek Holdings. BMCT is developed and operated by PSA International on a design, build, operate, finance, transfer (DBFOT) concession basis with the Jawaharlal Nehru Port Trust (JNPT). The concession was initially signed in 2014 for a 30-year term. CMA CGM operates the Swahili Express Service (SWAX) to East Africa. Emirates Shipping Line partners with CMA CGM on the Swahili Express Service, serving the Middle East and East Africa. Hapag-Lloyd calls regularly at BMCT via the Indian Ocean Service (IOS), which connects with the Middle East and North European ports. COSCO has opened an intra-Asia service. Maersk utilises BMCT for its primary mainline services to Europe and the Far East. MSC has direct calls for Northern Europe and the Mediterranean. The terminal operates at a capacity of 4.8 million upon completion of Phase 2. Most of the new cranes added during Phase 2 are e-RTGs. In 2025, the terminal held a dominant 35% market share of total container traffic at JNPA, recording the highest-ever monthly rail volume of 212 trains.

Facilities

- The terminal houses the largest on-dock rail yard in the Jawaharlal Nehru Port area, with eight railway sidings.
- With a draft of 16.5 meters and a continuous quay length of 2,000 meters, multiple mega-vessels can berth simultaneously.
- The terminal's high DPD adoption rate enables a speedy exit of import reefer containers.
- Has an extensive on-dock rail yard with eight dedicated sidings for direct loadings.

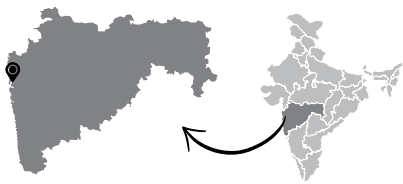
USP of the Terminal

- It has the largest on-dock rail yard in the Jawaharlal Nehru Port area
- It has an extensive on-dock rail yard with eight dedicated rail sidings
- BMCT has the largest reefer capacity among single standalone container terminals in India
- BMCT’s rail-first strategy aims to move over 40% of its cargo via rail by 2027

CFS

BMCT is connected to a network of over 30 Container Freight Stations (CFS) located in the Dronagiri, Uran, and Panvel clusters of Navi Mumbai. PSA Ameya CFS is part of the PSA India group and offers a seamless transfer

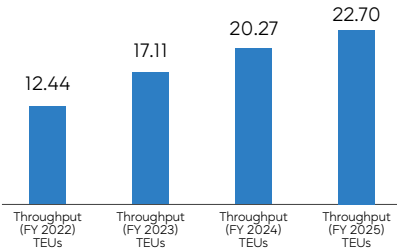
PSA Mumbai
(Bharat Mumbai Container Terminals)
The Galaxy, Admin Building, 4th Container Terminal, Jawaharlal Nehru Port, Sheva, Navi Mumbai 400707, India



Latitude / Longitude: 18°56'5"N / 72°56'37"E

Key Data	
Port code	INNSA
Operator	PSA International
Year of Establishment	2014
Installed Capacity	4.8 million TEUs
Throughput (FY25)	2.27 million Teus
Capacity Utilisation	47%
CEO	Capt. T. Madhanmohan
Website	https://india.globalpsa.com/psa-mumbai/

Throughput FY 2022-2025

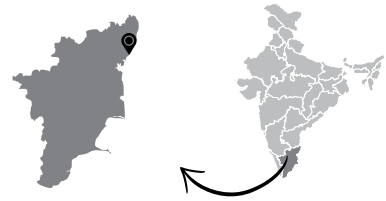


Rail/Road and ICD

It is well connected to the national highway network, specifically via NH 4B, which links the port to the industrial clusters of Maharashtra and beyond. The Western Dedicated Freight Corridor enables double-stack container trains to run directly from the terminal to North Indian hubs, including Delhi and Ludhiana.



The Chennai Container Terminal (CCT)
Rajaji Salai, Royapuram, Chennai – 600001,
Tamil Nadu, India



Latitude / Longitude: 13.11° N / 80.3° E

Chennai Container Terminal

The Chennai Container Terminal (CCT), also known as Chennai Container Terminal Private Limited (CCTL), is a cornerstone of India's maritime infrastructure. Located within the historic Chennai Port on the Coromandel Coast, it was India's first dedicated container terminal, commissioned in 1983, and privatised in 2001. The terminal is situated at Chennai Port, Tamil Nadu. DP World operates it under a 30-year concession agreement with the Chennai Port Authority. While the terminal is a standalone DP World operation, in late 2025, the Chennai Port Authority entered a strategic equity partnership with the Shipping Corporation of India (SCI) and CONCOR to form the Bharat Container Shipping Line, further integrating CCT into the national logistics grid. CCT serves as a primary hub for major global alliances, including 2M, Ocean Alliance, and THE Alliance, with strong connectivity to the Far East (China, Korea), South East Asia (Singapore/Port Klang), and Europe. In early 2026, the terminal expanded the CCS Service (Chennai-Colombo-Cochin) and introduced frequent calls from services such as the FME (Far East Middle East) and CI3. As of early 2026, CCT, operated by DP World, serves as a vital artery for the "Detroit of India". It specialises in the containerised export of finished vehicles and high-value auto components. Major OEMs in the Chennai automotive corridor, including Hyundai, Renault-Nissan, and BMW, utilise CCT to ship vehicles to markets that lack large Ro-Ro berths.

Facilities

- 4 dedicated container berths (combined with CITPL), with a total quay length of 885 m and a draft of 15.0 to 15.5 m
- 22-hectare total area with 3,960 ground slots
- 356 reefer plug points dedicated to the pharmaceutical and perishable trade
- On-dock rail sidings capable of handling full-length container rakes

USP

- India's oldest dedicated container facility with highly mature customs and documentation processes
- The only terminal in the region with deep integration across rail (dedicated bridge), road, and proximity to Chennai's international airport
- A pioneer in DPD, enabling over 60% of import cargo to bypass the CFS, reducing transit time by 48-72 hours
- 100% paperless import/export documentation and real-time container tracking via the Logistics Data Bank (LDB)
- CCT has pioneered the "Cars in Containers" (CiC) solution to bypass the global shortage of dedicated Ro-Ro vessels

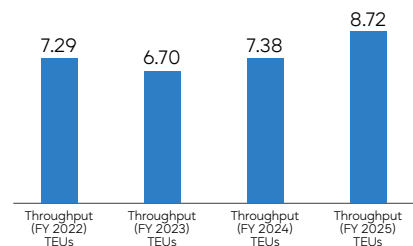
CFS

It serves approximately 30 to 35 CFSs in the immediate Chennai-Ennore region, including specialised units such as the Allcargo Chennai CFS (known for Over-Dimensional Cargo).

Key Data

Port Code	INMAA
Operator	DP World
Year of Establishment	2001
Installed Capacity	1.1 million TEUs per annum
Throughput (FY 25)	0.95 million
Capacity utilisation	86%
CEO	Vishal Lather
Website	https://www.dpworld.com/en/ports-terminals/india/cct

Throughput FY 2022-2025



Rail/Road Connectivity

CCT is the heart of the "Chennai Cluster" logistics network. It is directly linked to over 40 Inland Container Depots, including those in the National Capital Region (NCR), via the SARAL-2 service. CONCOR plays a pivotal role by providing a daily scheduled rail shuttle services between CCT and ICDs, including Tondiarpet (Chennai), Whitefield (Bengaluru), and Irugur (Coimbatore). Private operators such as GatewayRail and Adani Logistics also utilise the terminal to transport high-value electronics and automotive parts, significantly reducing road congestion in Chennai.



Chennai International Terminal (CIT)

Chennai International Terminal (CIT), also known as PSA Chennai, is a major container terminal within the Chennai Port. The terminal commenced operations in September 2009. It is a 100% subsidiary of PSA International and operates under a 30-year Build-Operate-Transfer (BOT) concession agreement with the Chennai Port Authority. The terminal serves as a hub for the Far East, Southeast Asia, and coastal trade. As of January 2026, primary services calling at CIT include: CI3 Service, a weekly service operated by a consortium including WAN HAI, ONE, and COSCO, connecting major hubs such as Shanghai, Ningbo, and Hong Kong. CMA CGM launched the IEX2 service for shipments to Southeast Asian transshipment hubs. TS Lines and BTL utilise FME & TTX Services for intra-Asia and regional feeder connectivity. Domestic carriers such as TCI (Transport Corporation of India) operate ad hoc and scheduled services from Chennai to ports at Mundra and Cochin. In 2025, CIT recorded its highest-ever weekly throughput of 34,425 TEUs, 45% above its designed weekly capacity. The same year, the terminal's parentage and performance earned an upgrade to [ICRA]A1+, driven by 9% year-on-year growth, achieving 0.92 million TEUs.

Facilities

- Quay length 832 metres
- Depth 15.5 metres
- 2 on-dock rail lines, each 725 metres
- The facility is ISPS-certified and features advanced cargo-handling technologies, including RFID-enabled systems
- It features real-time IT systems that track containers, vessel operations, yard movements, and truck arrivals
- Future trends at Chennai's container terminals include the adoption of Port Community Systems (PCS) for paperless documentation. The terminal uses the Zodiac software, which utilises AI for real-time yard planning and "Smart Stacking"

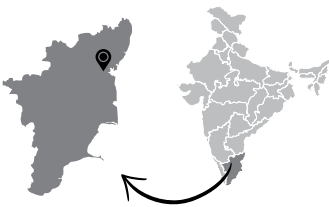
USP of the Terminal

- Off-dock yards enable the loading and unloading of "shuttle trains" in 4–6 hours
- A dedicated rail shuttle connects CIT to the Tondiarpet (TNPM) ICD/CFS, serving as an "extended gate" to bypass city road congestion
- Internal port roads have been widened to 8 lanes, significantly improving turnaround time
- Most CFSs are located in the Madhavaram, Manali, and Tiruvotti-yr clusters within a 15–20 km radius of the port

CFS/ Warehouses

CIT is connected to 34–36 CFSs, including Allcargo, Balmer Lawrie, Gateway Distriparks, Continental Warehousing, and Sattva. The Ennore-Manali Road Improvement Project (EMRIP) provides 4-lane connectivity to the various CFS clusters in Chennai.

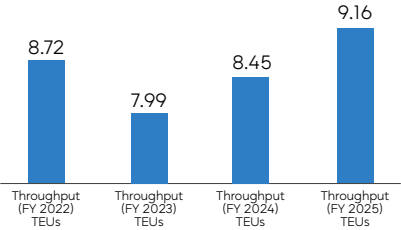
Chennai International Terminal (CIT)
Regus Citi Centre Level 6 Chennai Citi Centre, 10/11 Chennai, 600004 India



Latitude / Longitude: 12.9940° N / 80.1707° E

Key Data	
Port code	INMAA
Operator	PSA International
Year of Establishment	2009
Installed Capacity	1million TEUS
Throughput FY 25	1.25 million TEUs
Capacity Utilisation	73.6 %
CEO	Deep Kishore Reddy
Website	https://india.globalpsa.com/psa-chennai/

Throughput FY 2022-2025



Rail/Road and ICD

CIT is well connected to national highways: NH16 (to Kolkata), NH45 (to Tiruchirappalli), and NH4 (to Bangalore). Road networks support container movement within a 400 km radius, covering major industrial centres across Tamil Nadu, Andhra Pradesh, and Karnataka. NH 48 (Chennai–Mumbai–Delhi): Connects the terminal to the industrial belts of Sripurumbudur, Kanchipuram, Bangalore, and Pune. The train operator at CIT is CONCOR (Container Corporation of India). In early 2026, it introduced the Chennai–Hyderabad shuttle. In September 2025, CONCOR started a weekly service to ICD Sanathnagar (Hyderabad).



Dakshin Bharat Gateway Terminal (DBGT)

Berth No. Viii, V.O. Chidambaranar Port Authority, Tuticorin – 628 004
Tamil Nadu, India



Latitude / Longitude: 8.7833333°N / 78.1333333°E

Dakshin Bharat Gateway Terminal (DBGT)

Dakshin Bharat Gateway Terminal (DBGT) is located at Berth No. 8 of the V.O. Chidambaranar (VOC) Port in Tuticorin. DBGT began operations in May 2014. The terminal is a Public-Private Partnership (PPP) between the VOC Port Authority and Dakshin Bharat Gateway Terminal Pvt. Ltd. The private consortium is led by India Ports and Logistics Pvt. Ltd. (51% stake) and Africa Global Logistics (AGL) (49% stake). AGL was acquired by the MSC Group in 2022, effectively bringing the world's largest shipping line into the partnership. MSC is in the process of acquiring a stake in DBGT. The terminal is currently utilised at nearly 92%, prompting the VOC Port Authority to accelerate the conversion of Berth No. 9 into a third container terminal to handle the spillover. DBGT serves as a link for trade between the Far East and Europe. Wan Hai and IALA operate weekly services connecting Tuticorin to Qingdao, Shanghai, Ningbo, and Port Klang. Shuttle services to Colombo and Male remain the terminal's backbone for transshipment. In December 2025, the terminal handled its first major EXIM transshipment, moving cargo from Madagascar to New Mangalore via Tuticorin. The terminal maintains 8 weekly sailings to Colombo and direct connectivity to ports in China, Vietnam, and Africa. DBGT has a dedicated service lane connecting the port rail siding to the terminal yard.

Facilities

- The terminal's capacity has been expanded to handle mother vessels
- The terminal has a permissible draft of 14.2 m and a 345 m quay length
- The terminal utilises the Navis N4 Terminal Operating System for real-time yard and vessel planning
- Integration with the Logistics Data Bank (LDB) enables single-window container tracking

USP

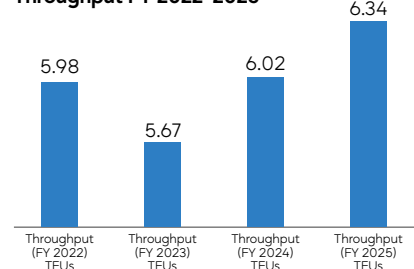
- MSC's stake in AGL could attract substantial cargo volumes
- This partnership has transformed Tuticorin from a feeder port into a mainline destination with direct calls to Europe and China/Vietnam
- MSC vessels enjoy priority. DBGT is the closest major Indian terminal to the East-West International Sea Route
- According to the LDB Analytics Report (2025), DBGT is the top-performing terminal in South India
- The Smart Gate System allows trucks a Turnaround Time (TAT) of 20 minutes, the fastest in the country
- In 2024–25, DBGT reduced its import cycle dwell time by 13.7%, below that of ports such as Chennai or Cochin

CFS

There are 16 CFSs within a 13 km radius of the terminal. CONCOR and CWC have CFS facilities here.

Key Data	
Port code	INTUT
Operator	Dakshin Bharat Gateway Terminal Pvt. Ltd
Year of Establishment	2014
Installed Capacity	0.72 million TEUs
Throughput FY25	0.66 million TEUs
Capacity Utilisation	92%
CEO	Capt. T. Madhanmoha
Website	https://india.globalpsa.com/psa-mumbai/

Throughput FY 2022-2025



Rail/Road Connectivity

DBGT is highly favoured by inland shippers for its integrated rail facilities, which bypass external road congestion. The terminal features a dedicated rail siding that enables the simultaneous handling of two full container rakes. DBGT is directly linked to 12–15 ICDs. CONCOR operates regular rakes between DBGT and ICD Milavittan. Road transport is the terminal's primary evacuation mode. NH-45B provides a direct link to major industrial clusters in Madurai, Trichy, and Chennai. GatewayRail operates rakes for high-vol-

ume customers between the Tuticorin cluster and ICDs
Adani Logistics carries cement and minerals for specific



Haldia International Container Terminal (HICT)

Haldia International Container Terminal Pvt. Ltd.(HICT) is a riverine port on the Hooghly River. It was developed to handle larger vessels and diversified cargo for eastern India. HICT was incorporated in 2015 and operates under a licence from the Syama Prasad Mookerjee Port Authority (SMPK), with JM Baxi Ports & Logistics Pvt. Ltd. handling operations and maintenance. In January 2026, the terminal shifted from being purely “feeder-dependent” to direct intra-Asia services.

SITC launched a weekly service linking Port Klang and Yangon with Haldia (via HICT), enhancing connectivity to ports in Far East Asia.. In December 2025, HICT set a new record, handling 22,654 TEUs in a single month.

Facilities

- The container terminal comprises Berths 10 and 11, with a quay length of 432 m.
- The design handling capacity is 300,000 TEUs annually
- The total terminal area is 95,000 sqm, including a dedicated container stack yard of 45,500 sqm
- Cranes for yard stacking
- On-site rail siding (650 m) and rail yard (1,550 sqm) provide direct rail access for container rakes.
- 24 reefer plugs
- 160 sqm is segregated for hazardous cargo.

USP of the Terminal

- Situated on the Hooghly River, HICT serves the eastern and north-eastern hinterland
- Strong Connectivity (Road & Rail)
- HICT marks the start of National Waterway 1
- The Multi-Modal Terminal at Haldia enables the transfer of containers from sea-going vessels to inland barges. These barges carry cargo to Sahibganj and Varanasi
- 90 acres, space for Over-Dimensional Cargo

CFS/ Warehouses

Four CFS facilities serving HICT are: A.L. Logistics CFS at Debhog, Apeejay Infralogistics at Chakdwipa, Ralson Petrochemicals, and CWC at Haldia Dock. All major CFS units are equipped with EDI for paperless customs clearance. Most warehouses are located along NH-116, ensuring the free movement of trailers.

the industrial heartlands of Bihar (ICD Fatuha), Jharkhand, and Nepal. Adani Logistics moves containers via National Waterway 1 (NW-1) to Patna. Haldia serves as a container gateway for eastern India, with road and rail links to West Bengal, Bihar, Jharkhand, Odisha, and the Northeast. Road connectivity to NH-116 and NH-16,

Haldia International Container Terminal (HICT)

Old P & T Building, Dock Zone, Camp, Chiranjibpur, Haldia, West Bengal 721604

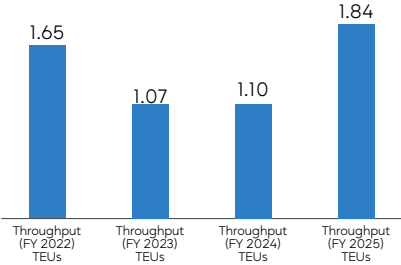


Latitude / Longitude: 22°02' N / 88°06' E

Key Data

Port code	HICT
Operator	Haldia International Container Terminal Pvt. Ltd.
Year of Establishment	2015
Installed Capacity	300,000 TEUS
Throughput FY25	Haldia Dock Complex, which includes containers handled at HICT, crossed over 200,000 TEUs in calendar year 2025, marking a historic annual record for the port's container traffic.
Capacity Utilisation	60 to 70% per annum
Terminal Head of HICT	Capt. Sudeep Banerjee
Website	https://www.jmbaxi.com/haldia-container-terminal.html

Throughput FY 2022-2025



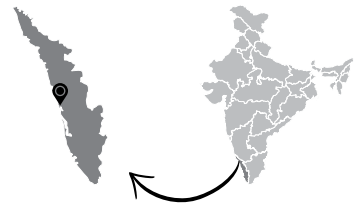
Road/Rail Connectivity/ICDs

HICT is fully integrated into the Indian Railways network. ICDs at Purba Medinipur, Kolkata, Durgapur, and Jamshedpur can interchange with rail services at Haldia via CONCOR. CONCOR operates frequent shuttle services between ICD Shalimar (Kolkata) and HICT. J M Baxi operates regular rakes connecting Haldia to



International Container Transshipment Terminal, Vallarpadam (ICCT)

Vallarpadam, Ernakulam, Kerala 682031



Latitude / Longitude: 9° 59' N / 76° 15' E

Key Data	
Port Code	INCOK
Operator	DP World
Year of Establishment	2011
Installed Capacity	1.4 million TEUs annually (following the 2024 expansion)
Throughput (FY25)	0.90 million
Capacity utilisation	64%
CEO	Praveen Joseph
Website	https://www.dpworld.com/en/ports-terminals/india/ictt



Road/Rail Connectivity/ICDs

ICTT serves a vast network across South India, linked to over 20 ICDs in the hinterland, primarily in Tamil Nadu (Coimbatore, Tirupur) and Karnataka (Bengaluru). The terminal is connected to the Indian mainland by NH 966A, a dedicated four-lane highway that serves as the terminal's primary evacuation route. The 17.2 km highway connects the terminal directly to Kalamassery, where it meets the North-South Corridor (NH 544). Rail connectivity is provided via the Vembanad Rail Bridge. CONCOR operates dedicated weekly Kochi-Bengaluru and Kochi-Coimbatore shuttle services. Private operators such as GatewayRail also utilise the terminal to transport industrial cargo from the Tamil Nadu manufacturing belt directly to the berth.

International Container Transshipment Terminal, Vallarpadam (ICCT)

ICCT is located in Kochi, Kerala, and is India's first dedicated transshipment hub. Situated on Vallarpadam Island, it is strategically positioned 11 nautical miles from the primary Middle East-Far East sea route, providing a significant geographical advantage for global trade. DP World operates the terminal under a 30-year concession agreement with the Cochin Port Authority. As a Public-Private Partnership (PPP) project, it is also India's first container terminal to operate within a Special Economic Zone, offering unique tax benefits and streamlined customs procedures for transshipment cargo. The terminal is a key call for major shipping lines, including Maersk, MSC, Hapag-Lloyd, COSCO, and ONE. Fifty per cent of the terminal's cargo is now moved on mother vessels via direct services to Europe, the Middle East, Southeast Asia, and the Far East. Despite global disruptions, the terminal has seen a surge in ad hoc calls and coastal volumes, serving as a secondary hub for cargo diverted from major, congested global ports.

Facilities

- Implementation of the Zodiac Terminal Operating System (TOS) and RFID-based automated gates
- 605-meter quay length with a current draft of 14.5 meters (dredging to 16 meters is scheduled for completion by July 2026)
- 40-hectare yard area with specialised blocks for reefers and hazardous cargo
- Extensive plug points for Kerala's seafood and perishable export sector
- Houses Kerala's first Free Trade Warehousing Zone, with value-added services within the port premises
- The Vallarpadam rail yard features two full-length sidings capable of handling 12 to 15 rakes daily, though current utilisation remains focused on high-priority EXIM block trains

USP

- Offers simplified documentation and duty-free status for transshipment, significantly reducing "dwell time" for international cargo
- Located just 11 nautical miles from the East-West trade route, minimising vessel deviation and fuel costs for shipping lines
- 100% electrification of yard cranes and an in-house solar plant ensure a "Green Cargo" footprint
- Seamless connectivity via the National Highway (NH 966A), a dedicated rail bridge, and the National Waterway 3 for cost-effective barge movements

Equipments

- 4 Super-Post Panamax Quay Cranes and 2 Megamax STS Cranes (capable of 22-row outreach)
- 19 Rubber-Tyred Gantry Cranes (including fully electrified e-RTGs)



Kakinada Container Terminal (KCT)

As of January 2026, the Kakinada Container Terminal (KCT), managed by Kakinada Container Terminal Private Limited (KCTPL), has established itself as the strategic container gateway for the “Rice Bowl” of Andhra Pradesh. Located within the Kakinada Deep Water Port (KDWP), it bridges the logistical gap between the industrial hubs of the Godavari districts and global markets. The terminal is situated at Berth No. 7 of the Kakinada Deep Water Port in East Godavari, Andhra Pradesh. It is an all-weather, deep-water facility. It is operated by KCTPL, a joint venture spearheaded by Kakinada Seaports Ltd (KSPL) and Bothra Shipping Services. The partnership leverages KSPL’s local port infrastructure and Bothra Group’s extensive experience in logistics and bulk handling. While its volumes are lower than those of nearby Vizag, KCT has carved out a niche in specialised agricultural exports, particularly bagged rice and sugar. It serves as a dedicated gateway for regional exports to West Africa, South Africa, and the Middle East. KCT operates primarily as a feeder-heavy terminal, connecting to major transshipment hubs. Regular feeder links connect Kakinada to Colombo and Visakhapatnam. Major lines, including MSC, Maersk, and TCI Surya, utilise the terminal. Key services link the terminal to West Africa (for rice), the Middle East (Jebel Ali), and Southeast Asia (Yangon).

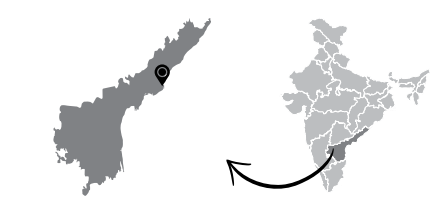
Facilities

- A dedicated 300-metre berth with a draft of 13.0 to 14.0 metres, capable of handling Panamax vessels
- 8 hectares of paved container yard
- 100+ reefer plug points, essential for the region’s large-scale shrimp and aqua-product exports
- Dedicated zones for “Bag-to-Container” stuffing of rice and sugar
- In 2025–2026, KCTPL upgraded its digital ecosystem. The terminal uses an Integrated Terminal Operations Management System that digitises marine, billing, and logistics operations
- Fully integrated with the ICEGATE (Customs) portal to facilitate e-Form 13 and automated gate passes
- Provides real-time container tracking, automated “Last Free Day” (LFD) alerts, and dwell time metrics for shippers

USP

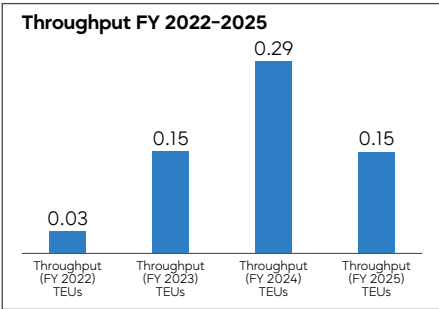
- Specifically optimised for “Bagged Cargo” containerisation (Rice and Sugar), which is the primary economy of the Godavari hinterland
- Located at the heart of India’s shrimp farming belt, offering the lowest “farm-to-port” transit time for frozen seafood
- Offers a 40% faster truck turnaround time (TAT) than larger, more congested neighbouring ports
- Capable of handling fully laden Panamax vessels, allowing carriers to use larger ships on regional feeder loops
- Ample Space, 25 to 90 acres, allowing yard storage for heavy ODC (Over-Dimensional Cargo) and project machinery

Kakinada Container Terminal (KCT)
Kakinada Deep Water Port, Beach Road,
Kakinada- 533 007



Latitude / Longitude: 16.9635° N / 82.2790° E

Key Data	
Port Code	INKAK
Operator	Kakinada Container Terminal Private Limited
Year of Establishment	2015
Installed Capacity	200,000 TEUs per annum
Throughput (FY25)	0.08 Million TEUS.
Utilisation	40%
CEO	XXXX
Website	https://kakinadaseaports.in/?page_id=793



Rail/Road Connectivity

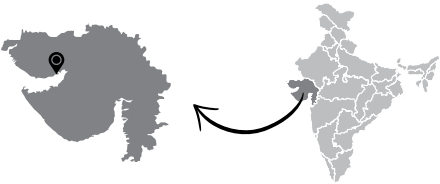
CONCOR operates as the primary rail partner through its Kakinada Multi-Modal Logistics Park (MMLP). It runs “Rice Specials”—dedicated container rakes that move rice from inland mills directly to the terminal for export. Firms like Bothra Logistics and TCI provide door-to-door multimodal solutions, utilising the port’s on-dock rail siding to bypass road congestion.

CFS

The terminal is served by 3 major Container Freight Stations, including the newly inaugurated Sravan Shipping CFS (May 2025), which added capacity for 3,000 containers.



Kandla International Container Terminal
Berth no 11 & 12, Deendayal Port, New Kandla,
Kutch-370 210, Gujarat, India



Kandla International Container Terminal (KICT)

The KICT is a premier deep-water terminal at Deendayal Port (formerly Kandla Port) in Kutch district, Gujarat. Established under a Public-Private Partnership (PPP), it is the closest container gateway to the vast industrial and agricultural hinterlands of North and Northwest India. KICT is strategically situated on the shores of Kandla Creek in the Gulf of Kutch.

The terminal is operated by the J M Baxi Group (through its port arm, J M Baxi Ports & Logistics under a 30-year concession agreement with the Deendayal Port Authority (DPA). It operates on a Design, Build, Finance, Operate, and Transfer (DBFOT) basis.

Notably, the global shipping giant Hapag-Lloyd holds a 49% strategic stake in J M Baxi Ports & Logistics, providing KICT with strong global synergies and guaranteed cargo volumes. KICT serves as a critical hub for both international and coastal trade. Regular services, such as the NMG Service (operated by Transworld and X-Press Feeders), connect Kandla to Jebel Ali and Bandar Abbas.

Approximately 40% of the terminal's services are dedicated to coastal movements, linking Kandla to South Indian ports such as Kochi and Tuticorin. Following the partnership, there has been a significant increase in feeder services connecting KICT to transshipment hubs for European and American routes. As of January 21, 2026, the Indian government has revoked the partial easing of cabotage rules. The Coastal Shipping Act 2025 aims to boost the domestic fleet. Foreign vessels now require a specific license from the Directorate General of Shipping (DGS) to carry coastal cargo.

Facilities

- 2 dedicated berths (Nos. 11 and 12), with a total quay length of 545 metres and a dredged depth of 14.1 metres
- 13.82-hectare container yard with 2,688 ground slots
- 104 reefer plug points to support the region's agricultural exports
- An 8-lane automated gate complex with a 100-tonne weighbridge

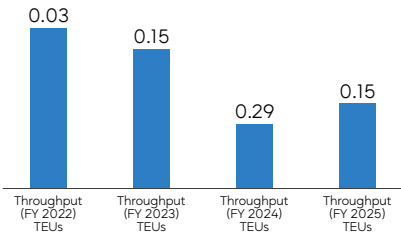
USP

- It is the closest terminal to the North Indian hinterland, reducing road haulage distances by 75 km compared with Mundra or Pipavav
- Access to 15 million sq. ft. of affordable warehousing in the Gandhidham complex, ideal for local rice and timber stuffing
- Positioned for 24/7 navigation, with a draft accommodating vessels up to 65,000 DWT
- The primary and most economical choice for Morbi's massive tile and sanitaryware industry

Latitude / Longitude: 22.9862° N / 70.2255° E

Key Data	
Port Code	INIXY
Operator	J M Baxi Ports & Logistics
Year of Establishment	February 24, 2016.
Installed Capacity	750,000 TEUs per annum
Throughput	620,000 TEUs
Utilisation	83%
CEO	Amardeep Singh Parmar, who serves as the Terminal Head (Manager)
Website	https://www.jmbaxi.com/kandla-container-terminal.html

Throughput FY 2022-2025



Rail/Road Connectivity

KICT is the primary outlet for major Inland Container Depots (ICDs) in Sonapat, Ludhiana, and the NCR. Rail connectivity is a major pillar of KICT. CONCOR operates dedicated rakes, including rice-laden trains from DICT Sonapat, directly to the terminal's adjacent rail siding. Private operators such as Adani Logistics and Gateway Rail also run frequent services, utilising the terminal's capacity to handle up to 4 rakes per day. It services over 10 CFSS in the Gandhidham-Kandla complex, including facilities operated by CWC, CONCOR, and AV Joshi.



Mangalore Container Terminal (JSW MCTPL)

As of early 2026, the Mangalore Container Terminal (JSW MCTPL) has consolidated its position as the premier gateway for the Karnataka and Northern Kerala hinterlands. The terminal has evolved from a basic port berth into a high-efficiency, mechanised container hub. The terminal is located at Berth No. 14 of the New Mangalore Port Authority (NMPA) in Panambur, Mangaluru. It is operated by JSW Mangalore Container Terminal Private Limited, a 100% subsidiary of JSW Infrastructure Limited. The terminal was developed through a 30-year concession agreement (signed in 2020) with the New Mangalore Port Authority under the Public-Private Partnership (PPP) model. Phase I of the terminal was successfully commissioned in March 2022. JSW MCTPL is a primary call for both global mainline carriers and feeder operators, including Maersk, MSC, CMA CGM, Hapag-Lloyd, and Evergreen. It has a strong focus on the Middle East (Jebel Ali/Doha) and Southeast Asia (Singapore/Port Klang) routes. It handles significant coastal shipping, linking Mangalore to Mundra in the North and Kochi/Tuticorin in the South.

Facilities

- 2 High-capacity Mobile Harbour Cranes (MHCs) with a lifting capacity of up to 150 tonnes
- 6 Reach Stackers for efficient yard stacking
- 1 Empty Container Handler

CFS

Served by 4 key Container Freight Stations in the Mangaluru-Panambur cluster, including the CWC Mangalore CFS. CWC is a critical facility for JSW MCTPL due to its recent upgrades. This facility is now part of an SPV between CWC, the New Mangalore Port Authority, and the Sagarmala Development Company.

USP

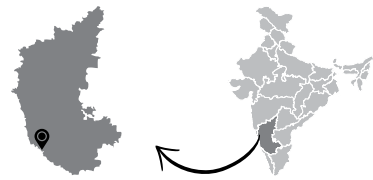
- The closest major container terminal serves the Bengaluru-Mysuru industrial belt and the coffee-growing regions of Kodagu and Chikkamagaluru
- It is situated within the well-protected basin of the New Mangalore Port, ensuring 365-day operational reliability
- It offers exceptional infrastructure for reefer containers, making it India's western hub for frozen seafood exports to the EU and the US
- It provides excellent connectivity to three National Highways (NH-66, NH-75, NH-169) and the Konkan Railway network

Rail/Road Connectivity

Primarily services ICD Whitefield and ICD Vemgal (Sattva Logistics). CONCOR plays a critical role by operating regular scheduled container rakes between New Mangalore and Bengaluru. This rail link is the backbone for the export of coffee and heavy machinery from the Karnataka interior. Private operators also utilise the port for specialised bulk-to-container movements (such as cement) using the port's on-dock rail siding capabilities. In January 2026, Central Warehousing Corporation launched a major integrated service from Mangaluru to Morbi (Gujarat). Adani Logistics uses the terminal to move high-value automotive parts and electronics between Karnataka and its inland hubs in North India. GatewayRail operate scheduled services for the "Bengaluru-Mangaluru" corridor, catering to the heavy machinery and coffee export sectors.

Mangalore Container Terminal (JSW MCTPL)

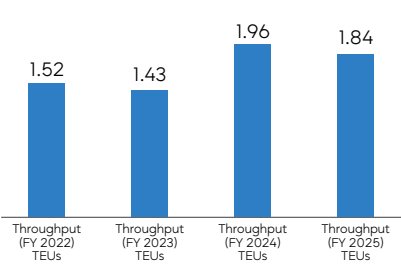
Berth No. 14, New Mangalore Port Authority, Panmbur, Mangalore, Karnataka - 575010, India



Latitude / Longitude: 12°57'17"N / 74°48'17"E

Key Data	
Port Code	INMAG
Operator	JSW Mangalore Container Terminal Private Limited
Year of Establishment	January 10, 2014
Installed Capacity	0.36 million TEUs
Throughput FY25	0.184 million TEUs
Utilisation	51%
CEO	XXX
Website	https://www.jswinfrastructure.in/infrastructure/mangalore-container-terminal-private-limited

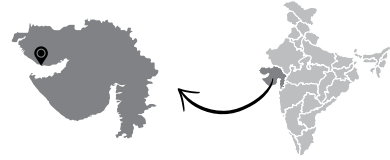
Throughput FY 2022-2025





Mundra International Container Terminal (MICT)

New Mundra Port, Navinal Island, Kutch, Baroi, Mundra – 370421, Gujarat, India



Mundra International Container Terminal (MICT)

The Mundra International Container Terminal (MICT), located in the Kutch district of Gujarat, serves as India's premier gateway to the industrial clusters of North and Northwest India. Established as the first private container terminal at Mundra Port, it has evolved into a multimodal hub. MICT is a standalone DP World facility that enables seamless integration with DP World's extensive network of inland terminals and feeder services. It commenced operations in July 2003 and was originally developed and operated by P&O Ports. In 2006, following DP World's global acquisition of P&O Ports, the terminal's management transitioned to DP World. In August 2025 alone, it handled a record 142,273 TEUs. MICT is a preferred call for major global carriers, including Maersk, Hapag-Lloyd, COSCO, and ONE. It offers over 35 weekly services connecting India to the Far East, Middle East, Africa, Europe, and the US East Coast.

MICT utilises Singapore and Jebel Ali as its primary transshipment pivots. IOS (Hapag-Lloyd), ME1 (Maersk), IMD for direct port connections to Rotterdam, Hamburg, London Gateway, Wilhelmshaven, Algeciras, Tangier, Ambarli, Aliaga. MECL (Maersk), INDAMEX (CMA CGM) for direct port connections to the U.S. East Coast: Newark, Norfolk, Savannah, Charleston, Houston. Direct port connections for the Far East / Asia are: Singapore, Port Klang, Qingdao, Tianjin, Busan, Shanghai, Ningbo, Shekou, Cai Mep. Direct port connections for Africa are: Durban, Cape Town, Tema, Apapa, Coega, Pointe Noire.

Facilities

- Berth: 632-metre quay length with a deep draft of 15.5 metres
- Storage: 37-hectare total area, with 24 hectares dedicated to yard stacking
- 324 reefer plug points
- MICT's core digital infrastructure is Zodiac, DP World's proprietary Terminal Operating System. It can track all container movements from the ship to the gate
- Automatically records and invoices every transaction

USP

- The terminal offers the shortest rail distance from the sea to the major markets of Punjab, Haryana, and the NCR.
- It is one of the few terminals in India capable of handling long-haul double-stack trains, reducing logistics costs by 20-25%.
- It is "Zero Waste to Landfill," making it the top choice for ESG-conscious global shippers.

CFS/Warehouses

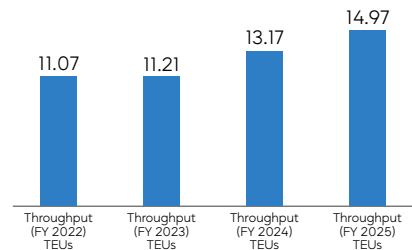
MICT is connected to 12-14 major CFSs within the Mundra port cluster. An integrated 50-acre Container Freight Station (CFS) is located just 2.5 km from the berth. The terminal is seamlessly integrated with the major private CFS players in Mundra via the Logistics Data Bank (LDB) and automated gate systems. Some of the CFSs are: Honeycomb Logistics, Allcargo CFS, Saurashtra CFS, Hind Terminals CFS and more.

Latitude / Longitude: 22.74° N / 69.69° E

Key Data

Port code	INMUNI
Operator	DP World
Year of Establishment	2003
Installed Capacity	1.53 million TEUsW
Throughput (FY25)	1.49 million TEUs, financial year 2024-25
Utilisation	91%
CEO	Capt. Sujeet Singh
Website	https://www.dpworld.com/en/ports-terminals/india/mict

Throughput FY 2022-2025



Rail/Road Connectivity

MICT serves a vast network of over 50 ICDs across North India with 24-hour transit to the National Capital Region (NCR). While CONCOR remains a major partner, DP World's private rail arm and other private operators, including Adani Logistics and GatewayRail, operate frequent double-stack services. The terminal handles approximately 160 trains per month, with nearly 50% bound for the Delhi-NCR hubs (Tughlakabad, Dadri, and Loni).



PSA Sical Tuticorin Container Terminal

The terminal commenced operations in December 1999. It was India’s second Public-Private Partnership (PPP). The terminal was operated by PSA Sical Terminals Limited, a joint venture with PSA International (62.5% stake) and Sical Logistics (37.5% stake). However, the terminal ceased container operations on February 28, 2025, and in 2026, PSA Sical exited the terminal ahead of its 2028 contract expiry. The exit followed decades of litigation over a “royalty model” that became financially unviable. The royalty payable to the port authority increased by 20% annually, reportedly eventually exceeding the terminal’s revenue potential. Currently, the V.O. Chidambaranar (VOC) Port Authority has officially taken over Berth 7. As of early 2026, the berth has been repurposed primarily to handle clean break-bulk cargo (such as timber logs, cargo bags, and project machinery), to ease congestion at other berths.

Liner Services (2025–2026)

Owing to the terminal’s transition away from dedicated container handling, the liner services have been affected. Most mainline and feeder services that previously called at PSA Sical (MSC and CMA CGM) have moved to the neighbouring Tuticorin International Container Terminal. The berth now receives calls from Coastal Shipping vessels and bulk carriers handling timber, machinery, and clean-bagged cargo, all under the direct management of the VOC Port Authority.

Facilities

Single container berth (Berth 7) with a quay length of 370 m and draft 11.7 m, suitable for Feeder and coastal container vessels calling at Tuticorin. Dedicated approach road to the berth. Night navigation facility with round-the-clock port operations supporting container calls.

USP

- Located at V.O. Chidambaranar Port, just ~26 km from major East–West international shipping lanes
- Tuticorin is an all-weather port with no tidal constraints, ensuring uninterrupted operations
- Excellent 4-lane road connectivity and rail links to key industrial hubs like Bengaluru, Chennai, and Kochi
- Operated by a JV between PSA International and Sical, brings global best practices

Road/Rail connectivity

The terminal area has direct road links via internal port roads and highways to the hinterland in Tamil Nadu and Kerala. VOC Port (Tuticorin) is connected to the Indian Railways broad-gauge network via a single broad-gauge line from Milavattan railway station on the Tuticorin–Madurai section (Southern Railway). This rail link connects directly to the port’s internal rail system (marshalling yard and sidings), enabling freight to be received and dispatched by rail to Madurai, Bengaluru, Coimbatore, Chennai, Karur, and other destinations. Frequent arrivals include vessels carrying timber logs, machinery, and bagged commodities destined for other Indian ports or nearby regional hubs. MoUs for enhanced rail connectivity and infrastructure expansion support more efficient freight services are on the cards.

PSA Sical Terminals Limited

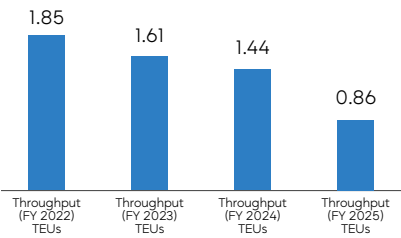
Berth No. 7 at the Harbour Estate, V.O. Chidambaranar (VOC) Port, Tuticorin (Thoothukudi), Tamil Nadu, 628004



Latitude / Longitude: 8.75° N /78.22° E

Key Data	
Port code	INTUT
Operator	V.O. Chidambaranar Port Authority (VOC Port Authority)—the government-owned port authority —has taken over operational control of Berth 7.
Year of Establishment	December 1999
Installed Capacity	100,000 sqm storage area for multipurpose cargo, not exclusively containers.
Throughput	XXXX
Utilisation FY25	XXXX
CEO	XXXX
Website	https://www.vocport.gov.in/?utm_source=chatgpt.com

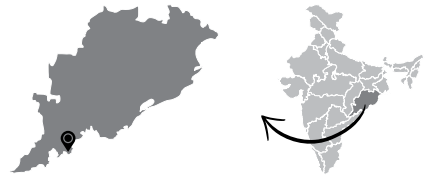
Throughput FY 2022–2025





Paradip International Cargo Terminal (PICT)

7M68+7VF, Paradeep, Odisha 754142



Latitude / Longitude: 20°15'55.44'N / 86°40'34.62'E

Paradip International Cargo Terminal (PICT)

PICT was incorporated on 14 February 2015 as a special-purpose vehicle (SPV) to develop and operate a multipurpose cargo and container berth at Paradip Port on a Build–Operate–Transfer (BOT) basis. The concession agreement between Paradip Port Trust (PPT) and PICT was signed on 7 March 2015 for a 30-year term. Commercial operations commenced in July 2018. J M Baxi Ports & Logistics Limited (JMBPL) owns 100% of PICT's equity. Mediterranean Shipping Company S.A. (MSC) launched a regular feeder shuttle service connecting PICT with Colombo Port. Regional Container Lines (RCL) is expected to start a feeder service from Paradip to Port Klang. Maersk Project Logistics utilises PICT for large-scale industrial exports.

Facilities

- 450 m berth with 16–17 m draft
- Jetty / Open Area: 14,130 sq m
- Total Terminal Area: 257,600 sq m
- Back-up & Stacking Areas: 56,000 sq m
- Container Stack Yard: 16,800 sq m
- 96 Reefer plug points
- Two full-length rail sidings of 732 m and 657 m
- Hazardous Cargo Area: 140 sq m

USP

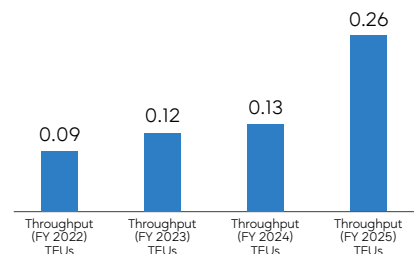
- Deep draft and long berth
- Indian Railways and the Paradip Port Authority have signed an Engine–On–Load (EOL) scheme, under which locomotives remain attached to rakes during loading and unloading, thereby improving freight train efficiency
- A direct rail siding at the terminal supports the loading and unloading of rail-borne cargo
- Paradip Port Authority (PPA) has used aggressive pricing and incentives to attract container traffic
- PICT is well placed geographically to serve several major industrial belts

Rail/Road Connectivity

National Highway 5A (NH-5A) is a 4-lane road linking Paradip to Chandikhole and connecting to NH-16. NH-5A and NH-16 provide efficient trucking routes for container traffic to Odisha, West Bengal, Jharkhand and Chhattisgarh. PICT's connections to ICDs are facilitated by an extensive rail network, primarily operated by CONCOR and the East Coast Railway. ICDs and logistics parks connected to PICT include ICDs at Jharsuguda (CONCOR MMLP), Kalinga-nagar (Apeejay Logistics Park), Balasore, Jajpur, Tughlakabad, and Birgunj (Nepal). J M Baxi is the most active private train operator at the terminal. Adani Logistics Limited's rail links PICT to its Multi-Modal Logistics Parks (MMLPs) across North and Central India. PICT's berth features direct rail sidings, enabling containers and clean cargo to be loaded and unloaded directly onto and from rail rakes, thereby enhancing last-mile connectivity. The rail link via Cuttack connects Paradip to the national rail grid, enabling the movement of rakes to major industrial clusters and inland destinations across India. The Paradip–Haridaspur rail link, commissioned in 2020, connects to the Jharsuguda, Korba, and Kalinganagar industrial belts.

Key Data	
Port code	INPRT
Operator	J M Baxi Ports & Logistics Ltd
Year of Establishment	2015
Installed Capacity	5.0 million tonnes per annum
Throughput FY25	As of FY 2023–24, Paradip Port Authority (PPA) reported 12,711 TEUs of EXIM container traffic handled across the port, signifying growth in containerised cargo, including traffic through PICTPL
Capacity Utilisation	The installed container-handling capacity at PICT remains vastly underutilised.
CEO	Rajesh Nayak, who serves as the Terminal Head for PICT
Website	https://www.jmbaxi.com/paradip-multipurpose-terminal.html

Throughput FY 2022–2025





Nhava Sheva India Gateway Terminal (NSIGT)

NSIGT is among the most technologically advanced and efficient container facilities in South Asia. Located within the Jawaharlal Nehru Port Authority (JNPA) complex in Navi Mumbai, Maharashtra, it is a critical link in India's maritime trade infrastructure. NSIGT was commissioned in July 2016 as a standalone container terminal with a 330 m quay and a design capacity of about 0.8 million TEUs per year, under a 30-year concession agreement with JNPA through a Public-Private Partnership (PPP) model. DP World, a global leader in supply chain solutions, operates it. NSIGT is a preferred call for major global alliances (2M, Ocean Alliance, and THE Alliance) due to its deep draft and high-speed cranes. Regular calls from the MINA (South Asia-Med) and IEX (India-Europe Express) services. Strong connectivity to China and Southeast Asia via the CCX and CI3 services. Frequent links to Jebel Ali and Abu Dhabi through regional feeder and mainline loops. A major update in 2026 is when JNPA has approved a plan to merge NSICT and NSIGT into a single Terminal by 2031. The merger will create a 930-metre-long continuous berth.

Facilities

- Automated gates powered by Optical Character Recognition (OCR) technology, reducing gate turnaround to under 60 seconds
- Over 600 reefer plugs, with 24/7 monitoring for perishables and pharma
- Zodiac TOS: An advanced Terminal Operating System for real-time cargo tracking and yard optimisation
- Dedicated zones for ISO tanks and dangerous goods (DG)
- A berth depth of 15 metres, capable of handling 15,000+ TEU vessels
- Berth Length is 330 metres of dedicated quay
- Direct Port Delivery (DPD) and Direct Port Entry (DPE) allowed

USP

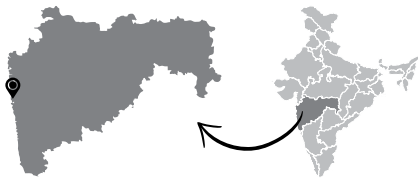
- Specifically built to handle the new generation of "Mega-ves-sels," due to its deeper draft (15m+)
- First terminal in India to implement a fully automated, paperless OCR gate transactions
- Operates with 80% green power sourcing and electrified yard equipment, significantly reducing shippers' carbon footprint
- Maintains one of the lowest vessel turnaround times (VTT) in the Nhava Sheva cluster
- NSIGT was a pioneer in India for introducing Remote-Operated Quay Cranes
- Automated billing and invoicing ensure accurate and paperless invoicing

CFS

The terminal is integrated with approximately 34-36 active CFSs in Dronagiri, Uran, and Kalamboli nodes, within a 10-20 km radius of the terminal. The services available are: Bonded Warehousing, LCL Consolidation, Reefer support and Temperature Controlled Zones.

Nhava Sheva India Gateway Terminal (NSIGT)

Operation Center, Sheva, Navi Mumbai, Maharashtra, 400707

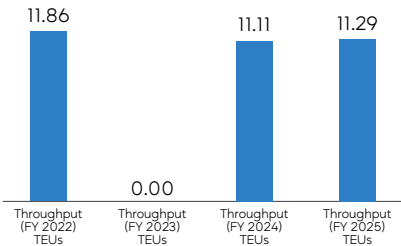


Latitude / Longitude:18.93° N, 72.84° E

Key Data

Port code	INJNP
Operator	DP World
Year of Estab-lishment	2016
Installed Capacity	0.8 Million per annum
Throughput FY25	1.09 million TEUs
Utilisation	136%
CEO	Jibu Kurien Itty
E-mail	XXX
Website	https://www.dpworld.com/en/ports-terminals/india/nsigt

Throughput FY 2022-2025



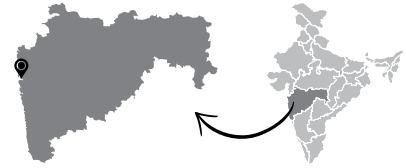
Rail/Road Connectivity

It services a vast network of Inland Container Depots (ICDs) across the NCR, Ludhiana, Ahmedabad, and Hyderabad. CONCOR is the primary rail partner, operating daily double-stack trains via the Western Dedicated Freight Corridor (WDFC). Private Train Operators such as Gateway Rail and Adani Logistics also operate regular rakes.



Nhava Sheva International Container Terminal (NSICT)

Operations Center, Sheva Complex,
Jawaharlal Nehru Port Trust, Navi Mumbai
400707, Maharashtra

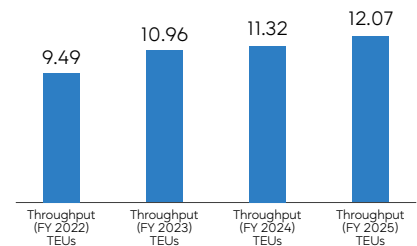


Latitude / Longitude: 18.95° N / 72.96° E

Key Data

Port code	INNSA1
Operator	DP World
Year of Establishment	2000
Installed Capacity	1.2 million TEUs
Throughput FY25	In the 2024–25 fiscal year, NSICT handled approximately 1.21 million TEUs
Capacity Utilisation	101% utilisation
CEO	Jibu Kurien Itty
Website	https://www.dpworld.com/en/ports-terminals/india/nsict

Throughput FY 2022-2025



Rail/Road Connectivity

- Fully integrated with the WDFC
- NSICT operates two sets of dedicated railway sidings for direct container loading
- National Highway 4B has been widened to 8 lanes
- NSICT is connected via its 8-track rail siding to over 52 ICDs
- CONCOR operates dedicated DPD trains from NSICT to key industrial hubs like Vapi and Ludhiana
- With ONE, CONCOR has expanded reefer services between Hyderabad

Nhava Sheva International Container Terminal (NSICT)

NSICT was the first major container terminal built under a Public-Private Partnership (PPP). Commercial operations began in 2000. The concession has now been extended until 2031. The current owner is DP World. In April 2005, Jawaharlal Nehru Port Authority (JNPA) and DP World settled a 20-year-old tariff dispute, involving a ₹705 crore adjustment through volume-based royalty discounts. This is expected to further boost cargo volumes.

NSICT has strengthened its role as a key gateway for the Far East and ASEAN regions by adding several high-frequency services. CISC2 / SIS / Cl6 weekly service, introduced in 2025, directly connects Shanghai, Ningbo, Shekou, and Port Kelang; AIS5 / SI8 Service to Jakarta, Surabaya, and Singapore. The Evergreen-operated NCI service has upgraded vessels to serve major hubs in Southeast Asia and North China. Ocean Network Express (ONE) continues its TIP service calls, linking India to the Mediterranean and the US East Coast via transshipment. In the 2024–25 fiscal year, NSICT handled 1.21 million TEUs, a 6.67% year-on-year increase. CONCOR is the largest double-stack container train carrier for NSICT, operating daily scheduled services. Each rake carries 180 TEUs. JNPA has approved a plan to merge NSICT and NSIGT into a single mega Terminal.

Facilities

- Quay Length: 600 metres
- Deep Draft: 13.5 metres
- The terminal is integrated with JNPA's indigenously developed HMS and iVTS (Intelligent Vessel Traffic System)
- The Thagaval App for vessel movements enables the digital capture of pilotage data, masters' signatures, and other vital information

USP

- Capacity to handle over 160 trains and 100 dedicated services per month to NCR
- Fully integrated with DP World's global technology
- DP World and CONCOR have reduced dwell time by synchronising vessel arrivals with the rail rake, ensuring containers leave the port within 24 hours
- NSICT acts as a hub for the Inter-Terminal Rail Handling Operation

CFS

- NSICT is connected to 34 licensed Container Freight Stations (CFS) in the Dronagiri, Uran, and Panvel clusters
- Allcargo Terminals, Ameya Logistics, and Navkar Corporation
- Nhava Sheva Business Park (NSBP) is a Free Trade Warehousing Zone
- CONCOR operates the Dronagiri Rail Terminal, a CFS, just 10 km from NSICT



Tuticorin International Container Terminal (TICT)

The Tuticorin International Container Terminal Pvt. Ltd. (TICT), a state-of-the-art facility at the V.O. Chidambaranar (VOC) Port, has rapidly become a key maritime gateway for South India since its inception. It is located at Berth No. 9 (VOCPA), Tuticorin (Thoothukudi), Tamil Nadu, India. The terminal is operated by the J M Baxi Group under a 30-year concession agreement with the V.O. Chidambaranar Port Authority (VOCPA). It officially commenced operations on September 16, 2024, and reached a major 2-lakh TEU milestone by late 2025. It is the preferred terminal for South India–Far East and India–Europe services due to its deeper draft. Regular calls are made by CMA CGM, MSC, and One Line (ONE). As of early 2026, it serves as a critical node for East–West trade, offering direct mainline connectivity and cutting-edge green infrastructure.

Facilities

- 370 metres of quay length with a deep draft of 14.2 metres, capable of handling 10,000+ TEU vessels
- Over 200 reefer plug points for the region’s seafood and agri-exports
- 10 hectares of yard area for dedicated container storage
- Fully automated gate system with OCR (Optical Character Recognition)

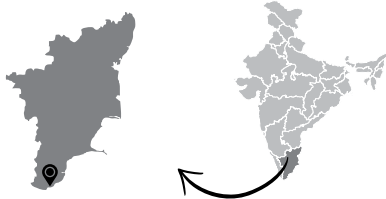
USP

- It is the only terminal at VOC Port capable of handling main-line vessels with a 14.2m draft, eliminating the need for feeder transshipment via Colombo for many lines. In FY25, it handled more than 30 ad hoc calls from mainline vessels that could not be accommodated by the port’s older, shallower berths.
- Heavy investment in electric equipment (e-RTGs) and solar-powered auxiliary facilities
- Boasts one of the lowest vessel turnaround times in South India, often under 18 hours for standard exchanges

Rail/Road Connectivity

Container Corporation of India (CONCOR) operates scheduled container trains between VOC Port and major Inland Container Depots (ICDs) in Bangalore, Coimbatore, and Tiruppur. The in-house logistics of the J M Baxi group leverages its own rail division to provide seamless “end-to-end” connectivity. On February 3, 2026, a new joint venture between Shipping Corporation of India (SCI) and CONCOR, called Bharat Container Shipping Line (BCSL), was formed. This line is designed to integrate rail and coastal shipping, specifically targeting the movement of Indian-made containers through terminals. Other private players, such as Gateway Distriparks and Adani Logistics, also operate on an ad hoc basis to Tuticorin, especially for high-volume commodities such as cotton, machinery, and processed food.

Tuticorin International Container Terminal (TICT)
Berth No. 9, V.O. Chidambaranar Port Authority, Thoothukudi, Tamil Nadu – 628004, India



Latitude / Longitude: 8.4730° N, 78.1215° E

Key Data	
Port Code	INTUTI
Operator	Tuticorin International Container Terminal Pvt. Ltd. (TICT). A 100% subsidiary of J M Baxi Ports & Logistics Ltd
Year of Establishment	2022
Installed Capacity	600,000 TEUs annually
Throughput FY 25	TICT Estimated Throughput: Approximately 150,000 to 200,000 TEUs
Utilisation	30% to 35% per annum
CEO	Sandeep Wadhwa
Website	www.jmbaxi.com

 **Equipments**

- 3 Super Post–Panamax Quay Cranes, twin-lift capable with outreach for large vessels
- 9 Electric Rubber–Tyred Gantry Cranes (e-RTGs)
- Reach Stackers & Empty Handlers for high-density yard stacking
- 20 Internal Transfer Vehicles (ITVs) for high-speed ship-to-yard movement

 **CFS**

Serviced by the extensive Tuticorin CFS cluster (over 15 units), most of which are located within a 5 to 15km radius of the terminal. CFSs act as the “extended gate” of TICT, owing to the paucity of space in TICT’s on-dock yard. The external CFSs handle customs examination and LCL cargo consolidation. TICT also function as a buffer storage, holding containers until the specific vessel window at TICT opens.

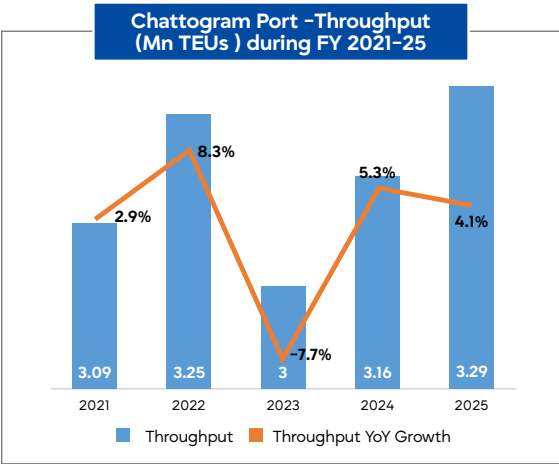


South Asia Country Profiles

Resilience Amid Turbulence:

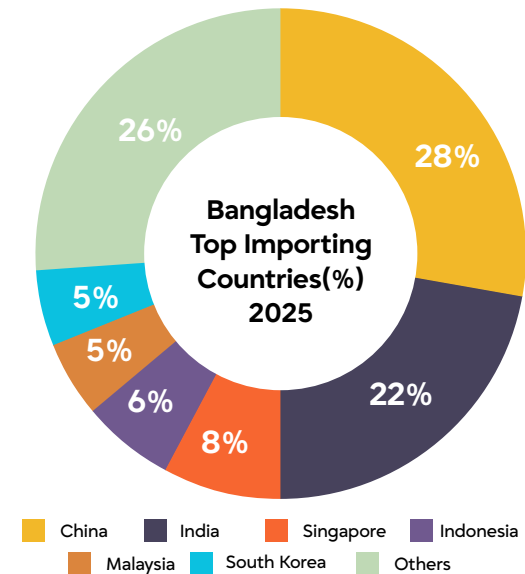
How Bangladesh Weathered Global and Domestic Storms

Bangladesh's container trade remains the backbone of its external commerce, channelling nearly all imports and exports through Chittagong Port. Despite global disruptions and domestic challenges, the country consistently sustains recording over and above the mark of 3 million TEUs throughput, underscoring its resilience in regional shipping networks. Chattogram Port, the country's main seaport, has set a new record in container handling, registering a 4% growth in the FY 2024–25. Nearly 99% of the country's container trade is handled by Chattogram Port, while Mongla Port handling the rest. The port handled 3.29M TEUs during the year, an increase of 0.1M TEUs from the previous year's 3.16M TEUs. From 2021 to 2025, the port faced a series of external challenges that strained its operations and trade performance. The lingering effects of COVID-19 disrupted global supply chains, causing congestion and container backlogs. The Russia-Ukraine war further destabilized shipping routes and raised freight costs. A severe dollar crisis led Bangladesh to restrict imports, while banks struggled to issue Letters of Credit, resulting in declining import volumes from mid-2022 onward. Simultaneously, global economic slowdown reduced demand for garments, impacting exports. Political unrest, transport strikes, and work stoppages by customs officials intermittently disrupted port activities. Despite these hurdles, the port maintained over 3M TEUs annually, Throughput Volatility dropped from 3.25M TEUs (FY22) to 3 M TEUs (FY23) then raised to 3.16M TEUs (FY24) and then rebounded to 3.29M TEUs (FY25).

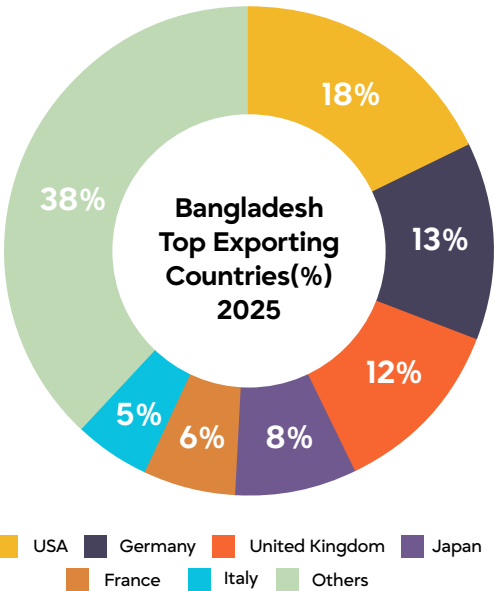


Chattogram Port: Strategic Role & Performance Overview

- Handles 92% of Bangladesh's import-export trade.
- Manages 98% of containerized cargo among all seaports.
- 25% of port cargo is containerized, remaining is bulk or liquid cargo.



*Majority of others is contributed by Japan,Thailand, United States,UAE and the rest is by all other small countries



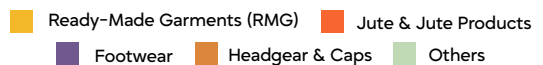
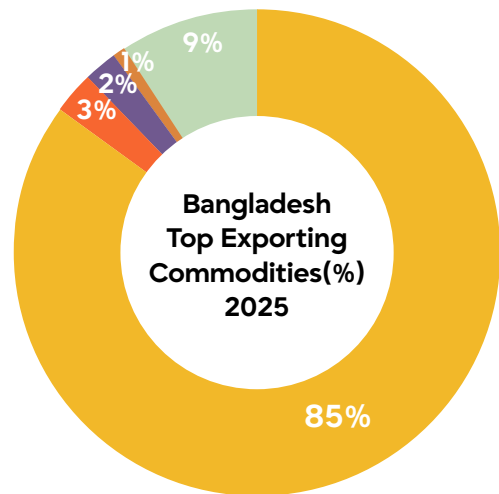
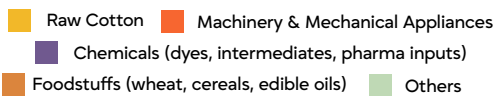
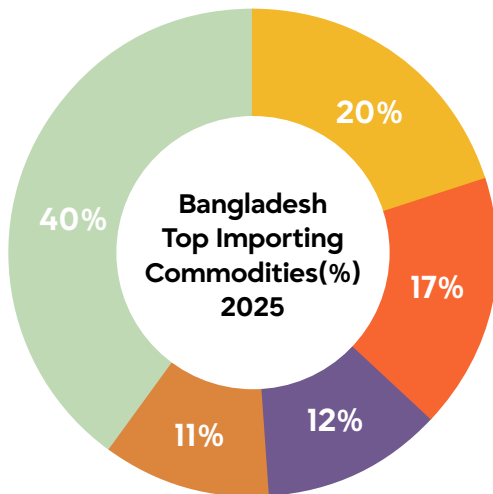
*Majority of others is contributed by Canada,Netherlands, Spain,India and the rest is by all other small countries



- Ready-made garments (RMG) accounted for over 80% of containerised exports, with 2.77 million TEUs shipped in 2025.
- The U.S. and EU countries together absorbed 65% of Bangladesh's containerised exports, showing continued reliance on transatlantic and European buyers. Japan and India highlight growing Asian demand, though still smaller compared to Western markets.
- Nearly one-third of Bangladesh's containerised imports came from China, reflecting dependence on machinery, fabrics, and chemicals for garment production. India provided raw cotton, yarn, agro products, and vehicles, making it Bangladesh's second-largest import partner.
- South Korea, Japan, and Thailand supplied machinery, electronics, and chemicals, diversifying sources beyond China and India. Though smaller, the U.S. remained important for cotton and specialised machinery imports.

Bangladesh's Top Exporting and Importing Commodities 2025

- RMG exports remain the backbone of Bangladesh's economy, contributing over four-fifths of total exports.
- Jute and leather continue to be symbolic exports, though their share is small compared to garments.
- Pharmaceuticals and seafood are emerging sectors, but their contribution is still marginal (<1%).
- Bangladesh's total exports in FY 2024–25 reached 48.28 B USD, an 8.6% increase YoY, with garments driving the bulk of growth.



*Others: Iron & Steel Products, Plastics & Polymers, Vehicles & Transport Equipment, Electronics & Electrical Machinery

*Others: Leather & Leather Goods, Paper, Yarn & Woven Fabrics, Pharmaceuticals, Seafood (shrimp, fish), Frozen Foods (vegetables, poultry), Miscellaneous Textiles

- Raw cotton, chemicals, and machinery together account for nearly half of imports, underscoring Bangladesh's reliance on inputs for its RMG sector.
- Wheat and edible oils remain essential imports, reflecting Bangladesh's need to supplement domestic production.
- Imports of vehicles, electronics, and steel highlight growing consumer demand and infrastructure development.

India–Bangladesh Connectivity Boost in 2025

India and Bangladesh have cemented a new era of regional trade integration. Permanent access to Chatto-gram and Mongla ports, India’s operational rights at Mongla, and the launch of container services between the two ports are reshaping logistics. Bangladesh’s tax authority issued a Permanent Standing Order enabling Indian transit cargo through Chatto-gram, cutting inland distances for the Northeast by nearly half. India is simultaneously developing economic zones at Mirsarai and Mongla, with 350+ Indian firms already active, reducing reliance on the congested Petrapole–Benapole route.

Key milestones include:

- **2023:** Bangladesh granted India permanent port access.
- **2024:** India secured Mongla terminal rights.
- **2025:** Container services began between Mongla and Chattogram.

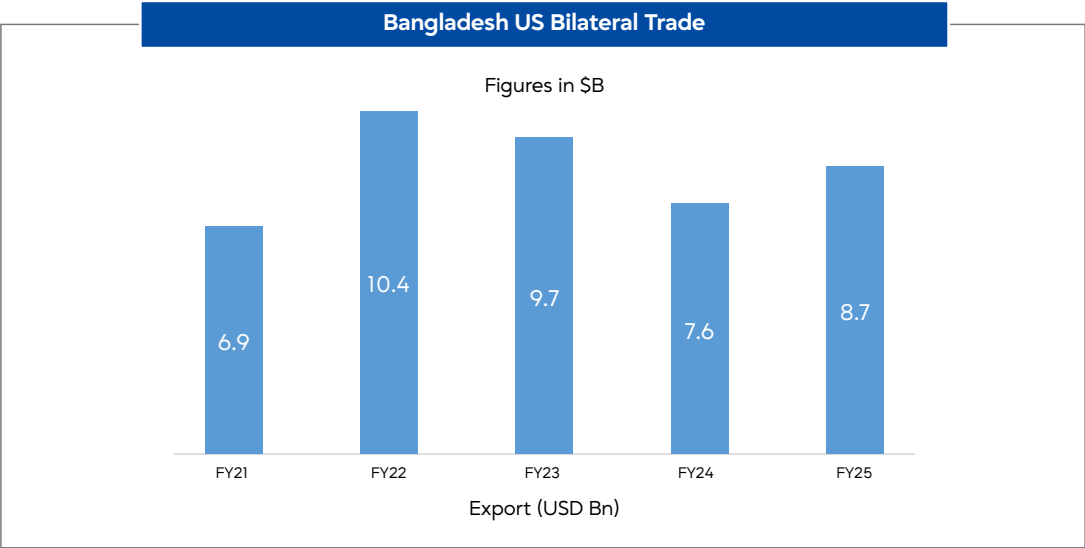
Together, these steps lower costs, speed up cargo movement, and strengthen Indo–Bangladesh trade ties, positioning both nations as pivotal players in South Asian connectivity.

Bangladesh – USA Bilateral Trade

Strategic Importance:

- The US remains Bangladesh’s top export partner, ahead of the EU, due to strong demand for ready-made garments (RMG).
- Apparel exports to the US are critical for Bangladesh’s economy, supporting millions of jobs in the garment sector.
- The growth in FY2025 reflects recovery in global demand after earlier slowdowns linked to inflation and supply chain disruptions.

Bangladesh’s exports to the United States reached about \$8.7 billion in FY2025, making the US its single largest export destination and accounting for 18% of total export earnings



Export Value:

- FY2025 exports to the US stood at \$8.7 billion, up 14.4% from \$7.6 billion in FY2024.
- Monthly data shows fluctuations: for example, in Nov 2024 exports were \$576 million, down from \$684 million in Oct 2024, reflecting seasonal and demand variations.



Bangladesh – India Trade

In FY2024–25, Bangladesh–India trade remained robust: India exported over \$11.3 billion worth of goods to Bangladesh, while Bangladesh's exports to India reached about \$1.76–1.89 billion, showing a persistent trade imbalance. In 2025, India's exports to Bangladesh continued to rise, while Bangladesh's imports from India grew faster than its exports, widening the gap.

Strategic Context

India consistently exports 6–7 times more to Bangladesh than it imports. Operationalisation of Chattogram and Mongla ports for Indian transit cargo is expected to rebalance logistics costs and encourage more Bangladeshi exports.

Sectoral Dependence:

Bangladesh relies heavily on garments and jute for exports. India supplies raw materials, fuels, machinery, and vehicles, critical for Bangladesh's industrial base.

Political Context: Despite tensions after Sheikh Hasina's fall in 2024, bilateral trade surged, underscoring economic interdependence.

Bangladesh Exports to Asian Countries

Bangladesh's exports to Asian markets in 2025 showed strong growth, led by trade with China, India, Japan, and ASEAN countries, reflecting diversification beyond its traditional Western partners.

In FY2024–25, Bangladesh's merchandise exports reached \$48.3 billion, with a government target of \$63.5 billion for FY2025–26 (goods \$55 billion, services \$8.5 billion)

Export growth in Asia is supported by:

- Regional connectivity projects (ports, rail, multimodal corridors).
- Duty-free access in Japan and preferential trade arrangements with India and ASEAN.
- Rising demand for non-traditional exports like footwear, headgear, and jute goods.

Bangladesh's Infrastructure and Connectivity Shifts:

Bay Terminal Project Chattogram's Bay Terminal, formally approved in April 2025 with a Tk13,525 crore (≈USD 1.1B) investment, is slated to open by 2030. Breakwaters, navigation channels, and marine infrastructure will enable berthing of vessels up to 6,000 TEUs at 10–12m drafts, easing congestion and boosting Bangladesh's trade capacity.

Shipping Fleet Expansion Bangladesh's oceangoing fleet grew to 95+ vessels with 3.2M tonnes capacity. Tax exemptions and VAT waivers until 2030 sustain investor confidence, reducing reliance on foreign carriers and retaining more of the USD 7–8B annual freight spend.

India's Customs Policy Shift In April 2025, India withdrew third-country transshipment rights, limiting Bangladesh's access to Bhutan, Nepal, and Myanmar via Indian corridors. This raises costs and transit times, pushing Bangladesh to accelerate Bay Terminal and Payra Port projects and strengthen direct maritime links.

Rail Connectivity Projects

- **Akhaura–Agartala Link (12.24 km):** Operational since 2023, easing trade and passenger flows between Tripura and Bangladesh.
- **Khulna–Mongla Line (65 km):** Built with Indian credit, but underutilised due to poor integration; potential remains to connect Mongla Port with India, Nepal, and Bhutan.

Domestic Maritime Route A container service between Mongla and Chattogram was launched in April 2025, reducing congestion and supporting exports. Yet Chattogram still faces a yard density of 88% and berthing delays of up to six days, prompting stricter port management measures.

Pangaon Inland Container Terminal (PICT)

PICT serves as a vital riverine gateway for Bangladesh’s international trade, bridging the primary seaports and the industrial heartland. On November 17, 2025, the Chittagong Port Authority (CPA) signed a 22-year concession agreement with MEDLOG Bangladesh Private Limited, the logistics arm of the Mediterranean Shipping Company (MSC). Under this public-private partnership (PPP), MEDLOG is responsible for the operation, maintenance, and modernisation of the terminal, officially resuming full-scale operations on January 17, 2026. With the takeover, PICT’s profile has shifted from a limited, state-run facility to a modernised terminal. MEDLOG has committed US\$4.9 billion for new equipment and automation.

The terminal is strategically located on the banks of the Buriganga River in West Keraniganj, Dhaka, three kilometres from the Dhaka–Mawa–Bhanga Expressway. It was constructed to decentralise cargo traffic from congested highways.

PICT is owned by the Chittagong Port Authority (CPA) in partnership with the Bangladesh Inland Water Transport Authority (BIWTA). MSC utilises PICT as an inland hub for its feeder vessels. The latest service patterns include a regular shuttle linking PICT and Chattogram Port. Cutoff times are coordinated synchronise with the inland barge vessels with the mother vessel's arrivals and departures at the Chattogram and Patenga terminals.

Facilities

- Two berths capable of handling two vessels simultaneously
- On-site one-stop customs clearance and bank booths
- MSC has introduced specialised inland barges equipped with their own onboard reefer points.
- Offers Through Bill of Lading facility from PICT
- Full digitisation of import/export handling to reduce “dwell time”

USP

- Waterway transport from Chattogram to Pangaon is 50% cheaper than road transport
- Direct riverine access avoids the 10–15-hour truck delays on the Dhaka–Chattogram highway
- Lower carbon footprint per TEU compared to road-based logistics
- The CFS in PICT is the only major river-linked CFS in Dhaka zone
- Integration into a global carrier’s network ensures reliable “first-mile/last-mile” delivery and predictable schedules

CFS

The PICT at Pangaon is a 10,000-square-meter shed for stripping and stuffing. It is a modernised, expanded on-site CFS facility developed and operated by MEDLOG Bangladesh Private Ltd. The facility is integrated with their global Terminal Operating System (TOS), providing real-time digital updates on cargo status. The main Container Yard (CY) covers 55,000 sq. m. This is the terminal’s primary bonded area for container storage.



Bangladesh

Key Data	
Port Code	BDPGN
Operator	MEDLOG Bangladesh Private Limited
Year of Establishment	2026
Installed Capacity	3,500 TEUs at any given time.
Throughput	116,000 TEUs per year. With recent upgrades, MEDLOG aims to expand to 160,000 TEUs.
Utilisation	Utilisation was consistently below 10–20% capacity. With MSC’s integrated service, utilisation is projected to rise 60% by the end of 2026 as cargo shifts from road to water.
Management	Anisul Millat (Managing Director)
Website	cpa.gov.bd
Operator's Website	medlog.com.

Equipments

- 2 units Mobile Harbour Cranes
- 2 units Rubber-Tyred Gantry (RTG) Cranes
- 2 units Straddle Carriers
- 3 to 5 barges, each with a capacity of 128–140 TEUs
- 48 reefer points

Rail/Road Connectivity

PICT does not have a direct on-dock rail siding, but serves as the waterway alternative to rail. PICT itself functions as an Inland Container Depot (ICD). It serves a network of off-docks and industrial zones in the Greater Dhaka area and essentially serves as the “Dhaka terminal” for the 19 private ICDs in Chattogram.



Bangladesh

Chittagong Container Terminal (CCT)

CCT is a vital component of the Port of Chattogram, specialising in the efficient handling of containerised trade. While newer terminals, such as the New Mooring Container Terminal (NCT) and the Patenga Container Terminal (PCT), attract significant international attention, the CCT remains the primary gateway for the country’s container operations.

It is located on the right bank of the Karnaphuli River, upstream of the Patenga area and adjacent to the New Mooring Container Terminal (NCT).

Major shipping lines, including Maersk, MSC, Hapag-Lloyd, and CO-SCO, use CCT for feeder services to Singapore, Colombo (Sri Lanka), and Port Klang (Malaysia). It is a hub for the “Bangkok-Chattogram” and “Singapore-Chattogram” shuttle routes.

The primary export commodity is readymade garments (RMG). Imports include raw cotton, textiles, electronic components, capital machinery, and processed food.

Facilities

- 3 Dedicated Container Jetties (total length 450 m)
- Main Yard: 150,000 sqm for container storage
- 600+ Reefer Plug Points
- Integrated with the Terminal Operating System (TOS) and the CTMS (Computerised Container Terminal Management System)
- Fully integrated with the Online E-Gate Pass system and ASY-CUDA in late 2025

USP

- CCT is a dedicated container-only facility, ensuring specialised handling
- Its berths have been dredged to maintain a 9.5-metre draft, allowing larger feeders than on traditional general berths
- It has some of the port’s most experienced workforce, maintaining high “crane moves per hour” (CMPH) targets despite the terminal’s age
- Clearing and Forwarding agents and importers submit Bills of Entry and Bills of Export electronically

CFS

CCT primarily services one major on-dock CFS located within the port-protected area. FCL cargo is distributed to a network of 19 private Inland Container Depots (ICDs), often referred to as “Off-Docks.” These facilities are located within a 1.5 km to 25 km radius of the Chittagong Port Authority.

Rail/Road Connectivity

Almost all container trains from CCT are destined for the Kamalapur ICD in Dhaka. CCT serves a network of 19 active private Inland Container Depots (ICDs) that also functions as Off-Dock CFSs, located within a 1.5 km to 25 km radius of the Chittagong Port Authority (CPA). At CCT, LCL cargo handling is centralised, while FCL cargo is distributed across the same 19 private Inland Container Depots (ICDs), often referred to as “Off-Docks.” Nearly 95% of all containerised exports are “stuffed” at these private ICDs before being sent to CCT for loading onto a ship. A major challenge in 2025 was a shortage of engines, which meant rail handled only about 3% of EXIM containers from the port. There is a direct connection to the Dhaka-Chattogram Highway (N1). 96% of containerised cargo moves by road. Feeder barges connect to the Pangaon and Mukterpur terminals. Waterways handle only about 1% of total containerised cargo. The government’s goal for 2026 is to increase this to 5% through incentives.

Key Data	
Port Code	BDCXB
Operator	It is under a hybrid model of CPA oversight and local private contractors. Negotiations for the transfer to the PPP model are on.
Year of Establishment	1991
Installed Capacity	600,000 – 650,000 TEU all'anno.
Throughput FY25	750,000 TEUs
Utilisation	100%
CEO	Rear Admiral SM Moniruz-zaman
Website	cpa.gov.bd

Equipments

- 4 Quay Gantry Cranes (QGC)
- Rubber-Tyred Gantry (RTG) Cranes (Upgraded to hybrid models in 2025)
- Straddle Carriers
- Reach Stackers (45-ton capacity)
- Empty Handlers and Forklifts

General Cargo Berths (GCB)

GCB remain the operational backbone and the only major terminal under the control of the Chattogram Port Authority (CPA). While the Newer Mooring (NCT) and Chittagong Container Terminal (CCT) handle the bulk of geared and gearless specialised container traffic, the GCB remains the primary destination for bulk cargo and multi-purpose vessels.

The GCB is located on the right bank of the Karnaphuli River, approximately 16 km from the Bay of Bengal, in Chattogram. It is owned by the Government of Bangladesh through the CPA and managed by the Port Authority, using local stevedores and private labour contractors.

The GCB traditionally accounts for roughly 25-30% of total container volume, and the majority of the port's 138 million metric tons of bulk/general cargo. In the final quarter of 2025, vessel waiting times fell to near zero.

Major lines include Maersk, MSC, COSCO, and ONE. Recently, a direct maritime link to Karachi, Pakistan, was established, along with feeder routes to Colombo, Singapore, and Port Klang.

The major commodities are RMG (exports), raw cotton, machinery, electronics, pulses, food grains, cement clinker, scrap metal, and fertilisers.

Loaded containers not intended for immediate delivery are trucked to the North Container Yard (NCY), South Container Yard (SCY), or North Overflow Yard (NOY) for storage.

Facilities

- 12 Jetties (6 dedicated to container vessels)
- 13 Transit Sheds and 10 Warehouses (approx. 110,000 sqm)
- Extensive Open Dumps (290,000 sqm)
- Specialised Chemical and Car Sheds
- 900 Reefer Points
- Terminal Operating System (TOS) upgraded tto digitise gate operations
- As of January 31, 2026, the GCB has become fully digitised. The Automated Truck Entry System and Cashless Payment Gateways have reduced waiting time to 10 minutes

USP

- The only terminal capable of handling a mix of containers, break-bulk, and project cargo simultaneously
- Remains the only terminal not leased to foreign entities, ensuring flexible tariff negotiations for local stakeholders
- Nearest to the city's commercial centre and primary export processing zones (EPZ)
- In 2025-2026, the GCB achieved a milestone, handling an average of 800-830 TEUs per vessel per day, occasionally outperforming the modern CCT (Chittagong Container Terminal)

CFS

It houses multiple on-dock Container Freight Stations (CFS) for LCL cargo. The on-dock facility provides less internal trucking, lower handling costs, and quicker customs clearance.



Bangladesh

Key Data

Port Code	BDCXB
Operator	Chattogram Port Authority (CPA).
Year of Establishment	1970
Installed Capacity	0.8 – 1.0 million TEUs
Throughput	1 million TEUs
Utilisation	95%
CEO	Rear Admiral SM Moniruz-zaman
Website	https://cpatos.gov.bd/

Equipments

- Mobile Harbour Cranes (up to 84-ton capacity)
 - Mobile Cranes (10-100 tons)
 - Straddle Carriers (4-high and 2-high)
 - Reach Stackers (45-ton)
- (GCB relies heavily on the ship's gear for container loading/unloading as it lacks Quay Gantry Cranes (QGCs).

Rail/Road Connectivity

Serves 19 private Inland Container Depots (ICDs) and the state-run Dhaka ICD (Kamalapur). The primary link is via the Dhaka-Chattogram Highway. The terminal has a direct rail siding (550m) connecting to the Dhaka ICD. GCB uses waterway feeder services to the Pangaon Inland Container Terminal and the Mukterpur ICD. EXIM containers are transported by waterway to and from GCB. This mode currently handles a small fraction of the total volume compared with road transport. As of early 2026, GCB serves as the primary loading point for inland container vessels (barges) heading to two major river terminals at the Pangaon Inland Container Terminal (PICT) and the Mukterpur ICD.



Bangladesh

Inland Container Depot (ICD)

ICD located in the heart of Dhaka, remains a cornerstone of the nation’s logistics infrastructure. It is the only rail-connected dry port in Dhaka, situated within the Kamalapur Railway Station complex in Motijheel occupies approximately 32 acres of prime land. As of 2026, it is undergoing a transition due to major urban redevelopment projects in the Kamalapur station area, yet it continues to serve as the country’s primary rail-linked gateway for export-import trade. The facility was established to alleviate congestion at Chittagong Port by enabling customs clearance in the capital.

The major commodities moving are RMG, home textiles, leather and footwear, jute goods, and pharmaceuticals.

Facilities

- A full-service customs house with an online payment system
- Reefer points
- The terminal is fully integrated into the National Board of Revenue (NBR) digital ecosystem, allowing C&F agents to pay duties and port charges via the “Automated Challan” system
- There is a plant quarantine station that inspects imported raw materials (such as cotton or wheat) and export-bound perishables, enabling the issuance of phytosanitary certificates
- There is a shed of 10,000+ sq. m dedicated to consolidating LCL cargo

As of 2026, more than 90% of Customs declarations (Bill of Entry/ Export) are processed digitally

USP

- Located directly within the Kamalapur Railway complex, it is the only bonded facility that allows international cargo to bypass Dhaka’s notorious gridlock
- Transporting a container via the Chattogram–Kamalapur Rail Corridor remains 10% to 40% cheaper than road transport
- Kamalapur allows major shipping lines (Maersk, MSC, etc.) to issue a TBL showing “Place of Delivery” as BDKAM (Dhaka)

CFS

A large warehouse for LCL consolidation has a total storage area of approximately 10,000 square metres and a static capacity of 4,000 TEUs. Due to space constraints, LCL operations are limited. Currently, many LCL shipments are diverted to the Pangaon Inland Container Terminal.

ICD

The ICD operates as a joint venture owned by Bangladesh Railway (BR) and the Chittagong Port Authority (CPA). BR manages rail transport and land, while CPA oversees container terminal operations through private contractors. Kamalapur functions as a central “Dry Port,” serving thousands of C&F (Clearing & Forwarding) agents and hundreds of RMG factories in the Dhaka–Savar–Gazipur belt. The upcoming Dhirasram ICD in Gazipur is expected to decongest Kamalapur ICD.

Key Data

Port Code	BDKAM
Operator	Operations are divided between CPA and BR
Year of Establishment	1987
Installed Capacity	90,000 TEUs per year
Throughput FY 25	85,000 TEUs
Utilisation	95%
CEO	xxx
Website	chicd.gov.bd (Customs) and cpa.gov.bd (CPA)



Equipments

- 2–4 units of Straddle Carriers for yard movement
- 4 Reach Stackers for high-tier stacking
- The 100-ton weighbridge at the gate is digitally linked to the terminal’s manifest system, ensuring the SOLAS weight certificate is instantly uploaded for export containers
- The on-site container scanners use AI-assisted imaging software to detect anomalies in cargo density and identify misdeclared goods or contraband without opening every box



Rail/Road Connectivity

Daily container trains (shuttles) run between Chattogram Port and Kamalapur. In 2025–26, there has been a push to increase the number of trains per day from 2 to 4 to handle higher RMG (Ready-Made Garment) export volumes. Direct tracks allow trains to pull alongside the terminal for immediate loading. BR operates 2–3 dedicated container trains daily in each direction, carrying 60–80 TEUs.

Mongla Port Container Terminal

The Mongla Port Container Terminal has emerged as a powerhouse for the southwestern region of Bangladesh, particularly in 2026, following major infrastructure upgrades and a landmark international operational agreement.

As of late 2024 and early 2025, terminal operations were handed over to India Ports Global Limited (IPGL) under a strategic management agreement. This partnership is designed to integrate Mongla into the regional transshipment network, particularly for India's northeastern states.

Located at the confluence of the Pasur and Mongla rivers in Bagerhat district, approximately 48 km south of Khulna, Mongla is no longer just a bulk port. Weekly feeder links by Maersk, APL, and CNC connect Mongla to Singapore, Colombo, and Port Klang. Shipping agents can book berths and equipment via an integrated Online Vessel Tracking and Booking System, ensuring a "Berth on Arrival". To address the perennial shortage of empty containers in Mongla, a regular domestic shuttle, runs between Chattogram Port and Mongla.

There are also frequent "Coastal Shuttle" services for Indian cargo moving to and from Kolkata and the Seven Sister states. Regular calls from Ro-Ro vessels (e.g., NYK, HOEGH) serve reconditioned vehicle imports. Mongla is the primary gateway for reconditioned vehicle imports in Bangladesh.

Facilities

- Dedicated container yard storage for over 3,500 TEUs
- 8 large warehouses, including a dedicated car yard
- Two large dedicated car yards with capacity for thousands of units and specialised Ro-Ro services
- A specialised 4,260-square-metre yard for the safe handling and storage of dangerous goods (IMO classes)
- 162 reefer plug points
- A fully automated online vessel-tracking and booking system was introduced in January 2025 to streamline berthing and minimise turnaround time
- A specialised module that organises imported vehicles and container blocks according to a predefined yard plan

USP

- Unlike Chattogram, Mongla offers "Berth on Arrival" for most container vessels
- The Padma Bridge has reduced road transit time to Dhaka to just 4 hours
- Located near the Sundarbans, the port maintains strict environmental protocols and specialised "green" dredging
- Port dues and fresh water are roughly 40% cheaper than at Chattogram

CFS

Shipping agents now use the Mongla CFS to consolidate goods from various southwestern districts (Khulna, Jashore, Bagerhat) into single international export units. The 10,000 sq. m CFS handles consolidated cargo, enabling small-scale traders to share container space. The 93,000 sq. m Container Delivery Yard serves as an extension of the CFS, enabling faster "Gate-Out" of stripped import cargo.



Bangladesh

Key Data	
Port Code	BDMGL
Owner	Mongla Port Authority (MPA)
Operator	As of late 2024/early 2025, India Ports Global Limited (IPGL)
Year of Establishment	1954
Installed Capacity	100,000 TEUs annually
Throughput	In the first six months of FY 2025–26, Mongla handled a record 17,387 TEUs.
Utilisation FY 25	35–40%.
CEO	Rear Admiral Shaheen Rahman
Website	www.mpa.gov.bd

Equipments

- 2 Mobile Harbour Cranes for ship-to-shore work
- 4–6 Straddle Carriers & Reach Stackers: for yard shuffling
- High-powered harbour tugs for handling 225m vessels
- Terminal utilises an advanced, web-based Port Automation and Office Application System to manage its operations.

Rail/Road Connectivity

The terminal primarily serves the off-docks in the Khulna and Jashore regions and acts as the "sea-gate" for the Pangaon Inland Container Terminal in Dhaka via riverine barges. It also supports the Dhaka ICD through the newly enhanced rail and road links via the Padma Bridge.



Bangladesh

The New Mooring Container Terminal (NCT)

NCT is one of the prime terminals in Bangladesh's maritime infrastructure. It is the most modern and highest-capacity container terminal in the main port area, one of the four main terminals within the Port of Chattogram, and is physically connected to the Chittagong Container Terminal (CCT).

It is the primary engine for Bangladesh's RMG exports. As of 2026, it has entered a new management phase and remains the busiest terminal in the country.

Situated at the northern end of the Chittagong Port complex on the right bank of the Karnaphuli River, NCT has full riverine access and is a tidal terminal, with the river's daily tides strictly governing large-ship movements. As of 2026, the maximum permissible draft for vessels at NCT is 9.5 metres, higher than the older General Cargo Berths (GCB), which are limited to roughly 8.5 metres.

Vessels up to 190 metres in length can typically berth at NCT during the day. For safety reasons, night navigation is more restricted. Usually, only vessels with an LOA of up to 175 metres and a draft of 9.0 metres are allowed to ply after dark. Every ocean-going vessel entering the river to reach NCT must take on a licensed Chittagong Port Authority (CPA) pilot at the "Outer Anchorage" in the Bay of Bengal.

Negotiations are currently in the final stages to bring in a global operator for long-term operations under a Government-to-Government arrangement.

It handles nearly 48% of the entire port's container traffic and processes about 98% of the country's containerised cargo. In August 2025, it set a record for monthly handling of over 122,000 TEUs.

Facilities

- It features 5 jetties in total (4 for ocean-going vessels and 1 for inland vessels), with a 1,000-metre quay. It also has a specialised yard within the port for high-speed container operations
- 700 reefer plug points
- A new system was launched in late 2025 to automate data sharing between the port, customs, and transport providers
- Connected to the national MACCS/ASYCUDA customs systems

USP

- The USP of this terminal is speed and scale. It is the only terminal in Bangladesh capable of handling 30+ container moves per hour per gantry
- It offers a "one-stop" solution with on-site weighing and high-speed gantry operations
- It is directly integrated with the port's 5G-powered Terminal Operating System (TOS), which has reduced the vessel waiting times to zero on many days in late 2025

Key Data

Port Code	BDCGP
Operator	Chittagong Dry Dock Limited (CDDL)
Year of Establishment	2007
Installed Capacity	1.1 million TEUs
Throughput FY 25	1.26 to 1.35 million TEUs
Utilisation	115%
Owner	Chittagong Port Authority (CPA)
Chairman	Rear Admiral Sayed Mohammad "S. M." Moniruzzaman
Website	cpa.gov.bd

Equipments

NCT is the most mechanised terminal in the port.

- 14 units (the only terminal in the port with this many shore-to-ship gantries).
- 25 Rubber-Tyred Gantry (RTG) Cranes
- 45 Straddle Carriers
- 15 – 20 Reach Stackers
- 40 Terminal Tractors

Rail/Road Connectivity

NCT is connected to the Chittagong Goods Port Yard, the marshalling yard for all container trains bound for the Kamalapur Railway Station ICD. Daily Block Trains depart from this yard, providing a cost-effective alternative to road transport. Road transport remains the dominant mode for the "last-mile" delivery of cargo from NCT. The terminal is the primary feeder for the N1 highway, the nation's busiest commercial corridor.

The South Container Yard (SCY)

SCY is a strategic storage and logistics hub within the Chittagong Port complex. SCY is owned by the Chittagong Port Authority (CPA) and is operated by Red Sea Gateway Terminal International (RSGTI). As of 2026, it has transitioned from a general support yard to a high-tech facility, largely thanks to its recent integration with the Patenga Container Terminal (PCT) operations.

It is situated on the right bank of the Karnaphuli River in the Patenga area of Chattogram, specifically near the Chattogram Dry Dock and the Sadarghat region at the southern end of the port’s main protected area.

The yard serves as the primary “backup engine” for the General Cargo Berths (GCB) and the Patenga Container Terminal (PCT). It is designed to handle overflow from the main jetties, ensuring ships can unload without having to wait for yard space. It exclusively accommodates containerised cargo FCL and empty boxes. It is a major hub for the staging of Ready-Made Garment (RMG) exports.

Following a massive upgrade completed in late 2025, the SCY covers 15.54 acres. It contributes significantly to the port’s total internal capacity of 59,000 TEUs. SCY facilitates a portion of the port’s record 3.41 million TEUs (2025 data). It is estimated to “touch” or process roughly 450,000 TEUs annually via transfer.

While the area has been used for port activities for decades, the modern SCY was officially designated and developed as a specialised container yard in the early 2010s. It underwent a massive modernisation and expansion project in 2024–2025.

Facilities

- Every piece of equipment in SCY is equipped with GPS and IoT sensors, allowing the CTMS to track the precise movement of every container “live” on a 3D digital map
- As of January 2026, Chittagong Port officially inaugurated a dedicated 5G network specifically to support yard operations
- The Hybrid RTG cranes and Straddle Carriers in SCY allow it to transmit real-time telemetry data to the central control room without delay
- The Core Terminal Operating System (CTMS) manages the entire lifecycle of a container within SCY
- It coordinates with the adjacent Patenga Container Terminal (PCT) for loading sequences
- Facilitates yard planning by assigning exact “Slot IDs” to containers based on weight and destination.

USP

- The container handling speed is approximately 47 moves per hour, which is nearly 75% faster than the average at other Chittagong terminals
- It is the first yard in the port to be equipped with a significant fleet of Hybrid RTGs, making it the “greenest” storage block in the complex.
- Its location makes it the only yard that can seamlessly switch between supporting the traditional GCB (general cargo) and the ultra-modern PCT (international operator-led) terminals



Bangladesh

Key Data

Port Code	BDCGP
Operator	Red Sea Gateway Terminal International
Year of Establishment	2010
Installed Yard Capacity	7000 - 9000 TEUs
Throughput	154,564 TEUs
Utilisation	80–90%
Dwell time of containers	4 to 7 days
Website	cpa.gov.bd (No unique website)

Equipments

- As of late 2025, the yard received a major technology boost.
- 4 new state-of-the-art hybrid Rubber-Tyred Gantry (RTG) cranes were permanently stationed at SCY in October 2025. These can lift to 41 tonnes and use battery-hybrid systems to reduce emissions
- The yard is supported by a fleet of Reach Stackers (45-ton), Terminal Tractors, and Forklifts shared with the PCT/GCB pool.
- Dedicated container scanner



Bangladesh

North Container Yard (NCY)

The North Container Yard (NCY) is one of the most critical landside infrastructure components of the Chittagong Port, serving as the primary logistics backbone for the high-efficiency New Mooring Container Terminal (NCT). It was developed in the mid-to-late 2000s. As of the latest 2025 expansion, NCY contributes significantly to the port’s total internal storage capacity of 59,000 TEUs. NCY is the busiest yard in the port because it serves the NCT, which handles roughly 1.5 million TEUs annually.

NCY is located at the northern end of the Chittagong Port complex, situated directly behind the New Mooring Container Terminal (NCT). It is strategically placed near the main port gates to facilitate the rapid movement of trucks and trailers between the jetties and the inland transport network.

The yard is strictly dedicated to containerised cargo, specifically high-priority FCL import containers awaiting clearance or transfer to off-docks; pre-staged containers ready for loading onto vessels at the NCT berths. During “vessel surges”, utilisation has frequently exceeded 95%.

In the context of the Chittagong Port Authority (CPA) and its container terminals, North Container Yard 2 (NYC2) is a specific logistical designation for a sub-section of the North Container Yard (NCY). While the general yard is known as NCY, it is operationally divided into zones for the Terminal Operating System (TOS). NYC2 refers to the modernised extension, or block 2, of the North Yard.

Facilities

- It features a computerised road-vehicle weighbridge (30T-100T) that monitors the weights of containers entering and leaving the facility
- The yard has 900 reefer plug points
- While the port often groups GCB, CCT, and NCY capacities together in reports, NCY is designed to hold approximately 8,000 to 10,000 TEUs at any given time

USP

- NCY is physically and digitally tethered to the NCT. Unlike the General Cargo Berths, which often rely on manual movement, NCY uses a seamless shuttle system. Containers are moved from the ship’s hook at NCT directly to a pre-assigned digital slot in NCY within minutes. This synchronisation minimises the “internal transit time,” which is the fastest in the port
- NCY boasts the highest concentration of Rubber-Tyred Gantry (RTG) cranes and Straddle Carriers in the port, allowing for stacking up to 5 high
- NCY is the primary site for the port’s certified computerised weigh-bridges. It serves as the official “VGM (Verified Gross Mass) Gateway.” Every export container passing through NCY is weighed, and its data is automatically uploaded to the Terminal Operating System (TOS)
- As of 2026, NCY is the pilot site for Data-Driven Yard Optimisation. The TOS software uses algorithms to “pre-stack” containers based on the vessel’s loading plan. It places hot boxes that require urgent delivery in the top tiers. This substantially reduces the time wasted during container movement
- NCY is the preferred yard for high-value pharmaceuticals and frozen food because of its stable, uninterrupted power supply

Key Data

Port Code	BDCGP
Operator	Saif Powertec Limited
Year of Establishment	2000
Installed Yard Capacity	8000 - 10,000 TEUs
Throughput	165,000 to 185,000 TEUs
Utilisation	75 - 85%
Stacking Height	4 to 5 high
Dwell time of containers	9.44 days
Website	cpa.gov.bd (No unique website)

Equipments

- 15 - 18 units of Rubber-Tyred Gantry (RTG) Cranes
- 10 - 12 units Reach Stackers
- 45 - 50 Terminal Tractors / Prime Movers
- 4 - 6 Empty Handlers
- 8 - 10 Forklifts

Overflow Container Yard (OCY)

The Overflow Container Yard (OCY), also known as the New Overflow Yard, serves as the safety valve for the Chittagong Port, providing critical backup storage when the main terminal yards, North Container Yard (NCY) and South Container Yard (SCY), reach capacity. As of early 2026, OCY is part of a major expansion project that increased total internal port capacity to 59,000 TEUs. The terminal is owned by Chittagong Port Authority (CPA), a government agency under the Ministry of Shipping. The current operator, SAIF Powertec Limited, is likely to be replaced by DP World.

It is situated within the port-protected area, strategically located near the New Mooring Container Terminal (NCT) and the Chittagong Container Terminal (CCT), and is positioned to receive “overflow” containers from these terminals. It typically holds containers awaiting pickup by the consignee or scheduled vessel loading. The OCY has helped minimise congestion on the jetties. In 2025, the port’s average “vessel waiting time” was below 48 hours during peak traffic. Developed in phases between 2008 and 2012 as part of the port’s master plan to handle the transition from a general cargo port to a world-class container hub.

OCY is also used for containers awaiting complex customs disputes or auctions, for goods that do not belong to the “Fast Track” green channel, and to accommodate surges in RMG exports during peak season.

In 2026, CPA enforced a strict rule preventing OCY from becoming a “parking lot.” All gearless vessels must depart within 48 hours, which forces faster “hook-to-hook” movement and discourages the use of OCY for short-term buffering.

Facilities

- Features reinforced, heavy-duty RCC (Reinforced Cement Concrete) paving designed for 5-high container stacking
- Fully integrated with the Terminal Operating System (TOS). Every container in OCY has a digital coordinate (Slot ID), enabling real-time tracking via the cpatos.gov.bd portal
- 900+ reefer plug points, powered by the port’s 8MW diesel generators to ensure cold-chain integrity for pharmaceuticals and frozen food
- Features dedicated entry/exit gates equipped with 100-ton computerised weighbridges to provide VGM (Verified Gross Mass) certification for export containers
- OCY was used to store long-standing containers, freeing premium space at the jetties

USP

- The USP of OCY is operational resilience, built for volume absorption of spillover from adjoining ports
- It is the only yard designed to be “dynamic”—its layout can be reconfigured overnight to prioritise imports or exports depending on the current supply chain bottleneck
- It acts as the primary holding area for containers flagged for physical inspection by Customs, preventing them from blocking “Green Channel” cargo
- The introduction of the Online E-Gate Pass has streamlined truck entry, reducing the time a container sits in the yard waiting for a vehicle
- One of the most immediate benefits was the inclusion of OCY into RSGTI’s Next-Gen TOS



Bangladesh

Key Data

Port Code	BDCGP
Operator	SAIF Powertec Limited
Year of Establishment	In 2012
Installed Yard Capacity	6000 - 8000 TEUs
Throughput	350,000 TEUs per annum
Utilisation	85 - 95%
Average Dwell Time	11 - 14 days
Website	cpa.gov.bd



Equipments

- OCY relies on a mobile equipment fleet rather than fixed gantry cranes to maintain flexibility
- 6-8 Reach Stackers: for high-speed selective picking
- 2-4 Rubber-Tyred Gantry (RTG) Cranes: for high-density block stacking
- Terminal Tractors: a shared fleet from the NCT/CCT pool



Bangladesh

Chittagong Port Authority (CPA NOY)

CPA NOY refers to the New Overflow Yard. It is the port’s largest and most significant “relief” storage facility, designed to absorb excess container volume and maintain the fluidity of the main terminals. The terminal is owned by CPA. The current operator, SAIF Powertec Limited, is likely to be replaced by DP World.

It is situated within the port’s protected area, near the New Mooring Container Terminal (NCT) and the Chittagong Container Terminal (CCT). The terminal underwent major modernisation and “overflow” in 2015, and further expansions were completed in 2024. It covers 119,000 square meters (approx. 29.4 acres), making it the single largest storage yard in the internal port complex.

It primarily accommodates FCL Imports. It is also a key site for staging export containers and storing Empty Containers when terminal yards (NCY/SCY) are saturated.

As of 2025/2026, NOY provides a holding capacity of approximately 10,000 to 12,000 TEUs.

NOY is a major reason the port’s total yard capacity was successfully raised to 59,000 TEUs in late 2025.

Facilities

- Real-time container positioning is available via the TOS Portal
- 900+ points reefer points
- It houses a dedicated CFS covering approximately 13,000 square meters. This area is used for de-stuffing LCL cargo, particularly for auctionable or long-stay goods
- The yard is built with reinforced RCC (Reinforced Cement Concrete) designed for stacking up to 5 or 6 high
- Its own dedicated 100-ton computerised weigh-bridges at its entry/exit gates
- As part of the 2025/2026 modernisation, NOY is a fully “E-Gate Enabled” facility. Truck drivers can use their QR-coded digital gate passes

USP

- The biggest USP is the transition to global operator management.
- The USP of NOY is its volume resilience. While other yards (NCY/SCY) are “operational yards” focused on immediate ship-loading, NOY is the “Strategic Buffer.” It allows the port to achieve zero vessel waiting time (a milestone hit multiple times in late 2025) by providing a place to “dump and sort” containers without blocking the jetty cranes. It is now the only terminal in Bangladesh that directly applies “Global Best Practices”
- It remains the only terminal capable of 30+ container moves per hour per gantry
- It is the designated “Fast-Track” zone for the Ready-Made Garment (RMG) sector
- The NOY is the reason Chittagong Port achieved “Zero Vessel Waiting Time” in late 2025
- It is the primary site for the “Digital Auction Integration.” The yard is directly linked to the Customs’ automated ASYCUDA World system for faster clearance

Key Data

Port Code	BDCGP
Operator	SAIF Powertec Limited
Chairman	Tarafder Md. Ruhul Amin
Year of Establishment	2015
Installed Yard Capacity	10,000 to 12,000 TEUs.
Throughput FY25	220,000 to 260,000 TEUs per annum
Utilisation	Ranges from 40% during to 100% during the festival
Average dwell time	14 to 30 days
Website	cpa.gov.bd

Equipments

NOY relies on a high-mobility equipment fleet for rapid “shuffling” of cargo:

- 6–10 Rubber-Tyred Gantry (RTG) Cranes
- 8–12 Reach Stackers units
- Straddle Carriers

ICDs and CFSs

INOY is the primary transfer point for the 19 private ICDs. When export-laden containers arrive from these off-docks, they are often staged in NOY before being moved to the NCT/CCT for loading. While NOY itself is a yard, it is supported by 5 Container Freight Stations (CFS) located within the GCB and CCT areas for stripping and stuffing operations.

Sri Lanka's Colombo Port Breaks Throughput Record, Strengthens Standing in Global Logistics

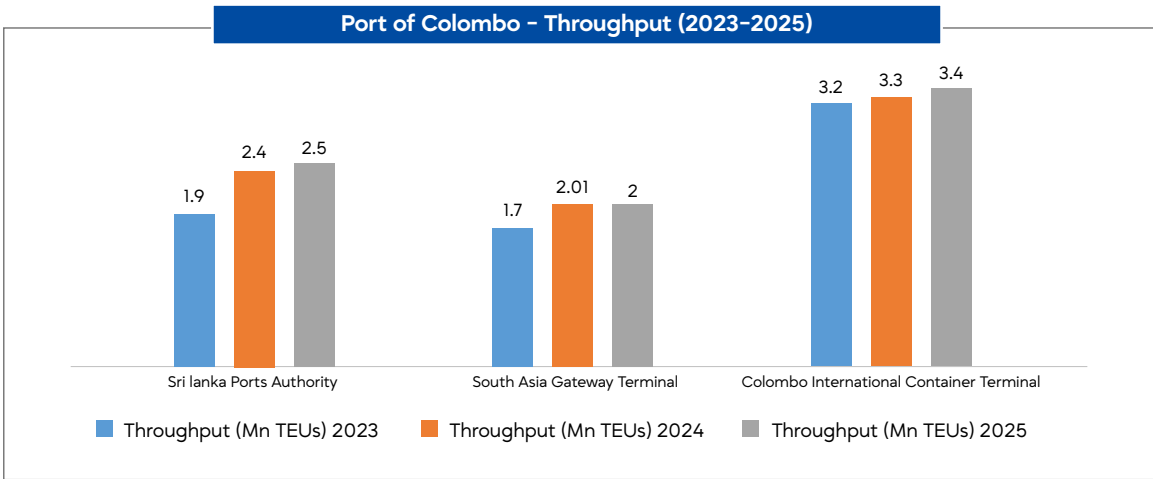
Colombo Port stands as South Asia's leading transshipment hub, strategically positioned in the Indian Ocean to connect regional ports with global shipping routes. Handling ultra-large vessels through its deep-water terminals, Colombo links the Indian subcontinent to Europe, East Asia, and North America while serving feeder networks across the Middle East, East Africa, and Southeast Asia. With modern facilities, high crane productivity, and rising throughput, Sri Lanka has reinforced its role as a pivotal gateway for regional and international container trade.

Terminal Contributions

- **SLPA Terminals:** Delivered stability and scale, handling a significant share of volumes. The East Container Terminal (ECT) managed ultra large vessels exceeding 400 meters and 23,000 TEUs, emerging as the fastest growing contributor.
- **CICT:** Maintained its role as a deep water gateway, offering high berth productivity and consistent yard performance for ultra large vessels.
- **SAGT:** Provided dependable service for regional and transshipment cargo, reinforcing Colombo's role as a preferred hub.
- **CWIT:** Progress at the Colombo West International Terminal signals future capacity expansion and long-term strategic relevance.

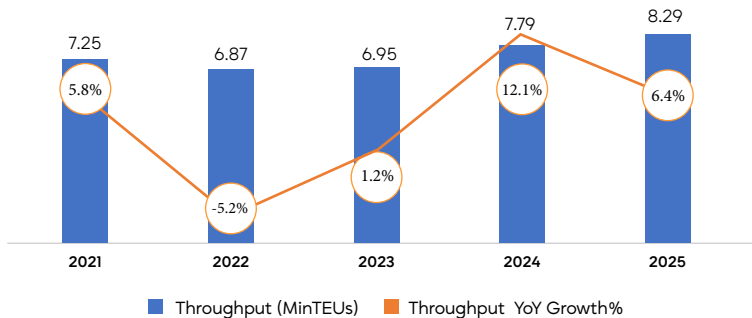
Colombo's record performance comes amid global shipping realignments, fleet expansion, and cost pressures. The port's ability to attract vessel calls, retain transshipment volumes, and improve turnaround times highlights its operational maturity and commercial credibility. With advanced infrastructure, expanding capacity, and effective coordination among operators, regulators, and logistics partners, Colombo is positioned for an even greater role in global shipping and South Asian trade integration.

Surpassing 8.29 million TEUs positions the Port of Colombo on a firmer footing to expand its role within global shipping networks while supporting Sri Lanka's wider economic objectives. Continued focus on capacity enhancement, digitalisation, workforce capability and service reliability will be central to maintaining momentum. The 2025 milestone is not an endpoint, but a clear signal that the Port of Colombo possesses the structure, partnerships and operational discipline required to perform at scale, with consistency and confidence, in an increasingly demanding global market.





Colombo Port Total Throughput (Mn TEUs)during FY 2020-2025



Stronger local trade drives Colombo Port throughput growth in 2025

Transshipment Traffic

Transshipment volumes rose 5.1% year on year to 5.52 million TEUs, up from 5.25 million TEUs in 2024. This segment accounted for nearly 80% of total containers, underscoring Colombo's role as a leading South Asian hub.

Overall Throughput

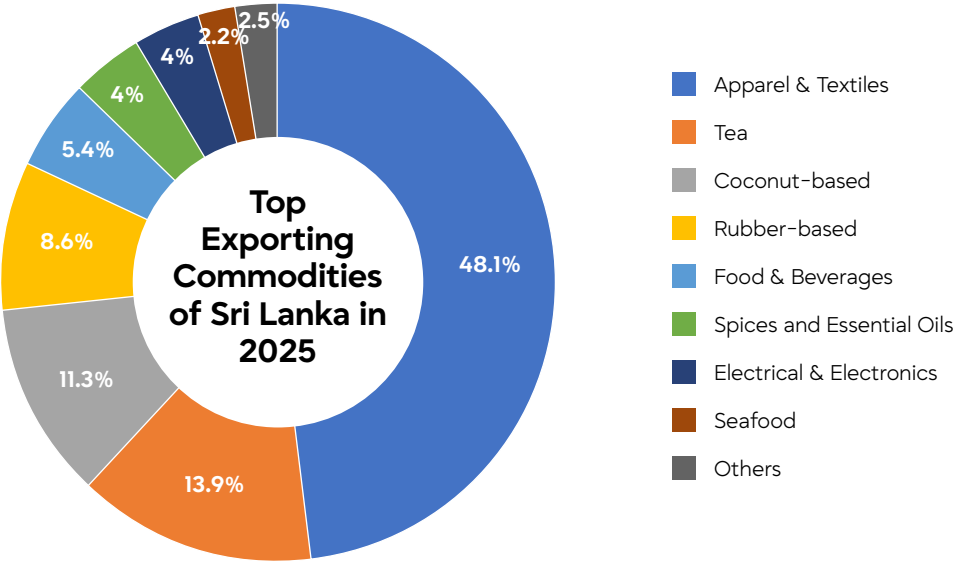
The port handled 6.92 million TEUs during the first ten months of 2025, a 7.1% increase over the same period in 2024. While transshipment remained the backbone of operations, domestic cargo expanded more rapidly, rising 13.9% to 1.1 million TEUs compared with 0.96 million TEUs a year earlier. Growth momentum accelerated in October, with total throughput reaching 744,792 TEUs (+10.8% YoY). Transshipment volumes climbed 7.9% to 578,930 TEUs, while domestic cargo surged 16.5% to 123,962 TEUs, highlighting stronger local trade flows. Ancillary Operations restowing activity strengthened, with volumes up 22.8% YoY to 0.31 million TEUs between January and October. October alone recorded a 44% increase, reflecting improved operational efficiency.

Cargo Handling

Colombo processed 105 million metric tonnes of cargo in the first ten months of 2025, a 4.4% rise from 2024. Discharged cargo grew 4.7% to 58 million tonnes, while loaded cargo rose 3.9% to 47 million tonnes. National Maritime Activity Beyond Colombo, vessel arrivals across Sri Lanka's major ports—Colombo, Galle, Trincomalee, and Hambantota—rose 12.5% YoY to 4,251 ships. October alone saw 459 ship calls, up nearly 13%, signalling a broader recovery in maritime traffic nationwide.

Exports Record US\$ 15.8 Billion as Sri Lanka Maintains Upward Trade Momentum

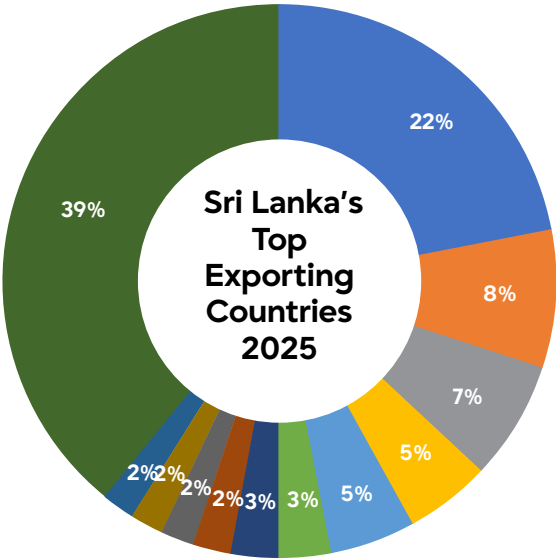
Sri Lanka's merchandise export sector has continued its strong upward trajectory, recording a significant 6.1 % y-o-y growth in 2025. Coconut-based products saw significant growth, with a 44% increase in the same period. Apparel remained the largest contributor, sustaining Sri Lanka's global competitiveness, while rubber products and fisheries posted the fastest growth, reflecting diversification into higher-value sectors. Tea exports continued to anchor traditional markets, while gems and jewellery added resilience through niche demand. Agricultural produce, including spices and coconut products, supported broader regional trade. Together, these commodities highlight Sri Lanka's ability to balance established strengths with emerging opportunities, reinforcing its role in South Asia's export landscape.



Sri Lanka's Export Performance in Major Markets

Among the top 10 export destinations, The United States, India, Italy, Germany, the United Arab Emirates, the Netherlands, France and China recorded year-on-year growth in 2025.

- The United States, Sri Lanka's largest single export market, accounting for 22% of the country's merchandise exports, recorded an increase by 2.8 % in 2025.
- India has continued as Sri Lanka's second-largest export destination, surpassing the United Kingdom. Exports to India increased by 19.9 %.
- Exports to the United Kingdom recorded a growth of 2.5 % in the same period.





Colombo International Container Terminal (CICT)

CICT remains the “Deep-Water Gateway” of South Asia. It is the only terminal in the region currently capable of handling the latest generation of Ultra-Large Container Vessels (ULCVs) with capacities exceeding 24,000 TEUs, making it a critical node on the East-West Maritime Silk Road

It is located at the Colombo South Harbour, Port of Colombo, Sri Lanka. The terminal won the Best Container Terminal in Asia” for several consecutive years. CICT is a joint venture that represents a strategic alliance between China and Sri Lanka. The Partnership is under a 35-year BOT agreement. The terminal is owned by China Merchants Port Holdings (CMPort) with an 85% stake and Sri Lanka Ports Authority (SLPA) with a 15% stake. The project represented a direct foreign investment of approximately US\$500 million, the largest of its kind in the Sri Lankan port sector at the time of construction.

In 2026, the port handled nearly 40% of the entire Port of Colombo's record 8.29 million TEU volume. CICT is the preferred hub for the world's three major shipping alliances: 2M, Ocean Alliance, and THE Alliance. It is the primary call for mega-ships on the Asia-Europe and Asia-US East Coast routes. Major carriers include MSC, Maersk, CMA CGM, COSCO, and Evergreen. Over 80% of volume is transshipment, with a significant portion being “re-shipped” to the Indian Subcontinent via feeder networks.

Facilities

- 1,200 meters of continuous quay length with an alongside depth of 18 to 20 meters
- Over 600 reefer plug points
- The only terminal in South Asia capable of berthing 400m-long vessels with drafts up to 18m without tidal restrictions.

USP

- Consistent Gross Crane Rates (GCR) of 30–35 moves per hour, making it one of the most productive terminals in the China Merchants global portfolio.
- A pioneer in green energy, featuring a 100% electric RTG fleet and advanced carbon-tracking for all transshipment cargo.
- Located at the mouth of the new South Harbour, offering the easiest approach for large vessels compared with the older, narrower harbour basins.

CFS

CICT is linked to the South Asia Commercial and Logistics Hub (SACL), a massive US\$392 million complex expected to be completed by the end of 2026. It provides 5 million square feet of space and a storage capacity of 530,000 CBM. It promises to offer a “full gamut” of logistics services. It is directly linked to Bandaranaike International Airport via the Port Access Elevated Highway, facilitating seamless multi-modal transport.



Srilanka

Key Data

Port Code	LKCMB
Operator	CICT
Year of Establishment	2013
Installed Capacity	3.2 Million TEUs per annum
Throughput	3.2 million TEUs
Utilisation	100%
CEO	Jack Huang
Website	www.cict.lk

Equipments

- 14 Super Post-Panamax Ship-to-Shore quay cranes with a reach of 24 rows across
- 46 Rubber Tyred Gantry yard cranes—the majority are fully electric (e-RTGs) for zero-emission yard operations
- Over 100 Terminal Tractors

Rail/Road Connectivity

CICT utilises a common-user rail siding in the South Harbour hinterland. This siding is managed by SLR in coordination with the SLPA. The rail connection supports 1–2 dedicated freight trains per day, transporting heavy industrial raw materials or bulk liquid ISO tankers to inland locations such as Veyangoda. The Mabile/Wattala Cluster is home to major private ICDs operated by Aitken Spence and John Keells Logistics, which are digitally linked to CICT's Navis N4 system.

South Asia Gateway Terminal (SAGT)

SAGT remains a cornerstone of the Port of Colombo, celebrating over 25 years of operational excellence. As Sri Lanka's first Public-Private Partnership (PPP) container terminal, it has successfully transitioned into a modern, high-productivity hub that bridges regional feeder networks with global mainline services. It is located at Queen Elizabeth Quay, Port of Colombo, Sri Lanka. Operations commenced in September 1999 under a 30-year Build-Operate-Transfer (BOT) concession. SAGT is operated by South Asia Gateway Terminals (Pvt) Ltd. The agreement is held by South Asia Gateway Terminals (Pvt) Ltd, a consortium of John Keells Holdings (JKH) 42%, APM Terminals 33%, Evergreen Marine Corporation 5% and SLPA 15%.

SAGT is the primary port of call for the world's largest shipping alliances, with a focus on transshipment reliability. The primary Lines are Maersk, MSC, Evergreen, and ONE (Ocean Network Express). It serves as a vital relay point for the Indian Subcontinent (ISC) and East African trade lanes. Recent agreements have solidified SAGT as a preferred "green corridor" partner for hybrid-powered vessels calling from the Far East.

As a joint venture involving APM Terminals (Maersk) and Evergreen, the terminal provides "berthing priority" to the two shipping lines.

Facilities

- 5,544 ground slots for stacking
- Berth Length: 940 meters (comprising 3 berths)
- 15 meters draft alongside (16 meters in the access channel).
- 540 reefer plug point.
- Fully integrated with Navis N4 and the TradeLens blockchain platform for paperless clearing

USP

- Consistently ranked among the Top 5 most productive terminals in the world by the Journal of Commerce
- The first terminal in Colombo to aggressively transition to hybrid RTGs, reducing its carbon footprint by over 20%
- Its unique mix of shareholders (Maersk, Evergreen, and JKH) ensures it has a "captive" cargo volume and world-class management standards
- Known for the fastest Inter-Terminal Transfer rates in Colombo, making it the preferred "exchange" point for containers moving between different terminals
- SAGT was the first terminal in Sri Lanka to adopt TradeLens, the IBM/Maersk blockchain platform
- By 2026, the terminal will have achieved 100% paperless documentation

CFS

Serves a network of approximately 25+ private CFSs. Peliyagoda & Orugodawatta are the densest clusters of CFSs for export consolidation (tea, garments). The primary mode of transportation is by road, about 98% via the Port Access Elevated Highway.



Srilanka

Key Data

Port Code	LKCMB
Operator	South Asia Gateway Terminals (Pvt) Ltd.
Year of Establishment	1999
Installed Capacity	2.0 million TEUs per annum
Throughput FY 25	2.0 million TEU
Utilisation	85 -95%
CEO	Romesh David
Website	www.sagt.com.lk

Equipments

- 12 Ship-to-Shore (STS) quay cranes (including 9 Super Post-Panamax units). A \$20 million IFC-funded upgrade is currently underway to replace ageing units with more energy-efficient models
- 31 Rubber Tyred Gantry (RTG) yard cranes (71% of the fleet is now retrofitted with Hybrid Technology)
- 80 Prime Movers and 30 dedicated trucks for Inter-Terminal Transfer

Rail/Road Connectivity

Rail remains a minority mode for SAGT (less than 2% of inland volume), primarily used for specific bulk-containerised industrial cargo, such as wheat flour or heavy industrial raw materials, travelling to the deep hinterland. SAGT is digitally and operationally linked to approximately 20 to 25 primary ICDs and CFSs in the greater Colombo region. Veyangoda: A major rail-linked ICD used for long-term storage and decongestion. Mabole and Wattala are home to several private ICDs operated by logistics giants like Aitken Spence, Hayleys, and SAGT's lead partner, John Keells Logistics.



Srilanka

Jaya Container Terminal (JCT)

JCT remains the “Legacy Terminal” and the spiritual heart of the Port of Colombo. While the newly expanded East Container Terminal (ECT) handles ultra-large vessels, JCT has successfully pivoted into a high-efficiency hub for regional feeders and mid-sized mainline vessels, maintaining its position as a top performer for Sri Lanka Ports Authority (SLPA).

It is located in the Port of Colombo, Sri Lanka (on the eastern side of the original harbour basin). It was the first purpose-built container terminal in South Asia, developed with significant technological assistance from Japan (JICA).

JCT serves as the primary “Feeder Hub” for the Indian Subcontinent (ISC). It receives regular calls from MSC, Hapag-Lloyd, and Evergreen with their mid-sized 8,000–10,000 TEU vessels. It is the backbone for regional lines such as Feedertech, X-Press Feeders, and Bengal Tiger Line (BTL), connecting Colombo to Chennai, Tuticorin, Chittagong, and Malé. Maersk utilises JCT for high-frequency feeder rotations connecting Colombo to ports such as Chittagong (Bangladesh), Tuticorin, and Cochin. In August 2025, Maersk signed a three-year terminal service agreement with SLPA to utilise SLPA-run terminals JCT and ECT. There are operational constraints, including congestion, berthing delays caused by infrastructure limitations, and internal transport bottlenecks.

Facilities

- 4 Main Container Berths (total length ~1,292m) and 2 dedicated Feeder Berths (352m)
- Draft ranging from 12m to 15m (the Phase V extension specifically allows 15m depth)
- Over 600 plug points for perishables
- A dedicated bunker storage and supply facility managed by JCT Limited
- The most critical piece of software at JCT, Navis N4, has been successfully installed
- Trucks entering JCT are identified via RFID (Radio Frequency Identification) tags
- JCT uses global EDI standards to communicate instantly with international shipping lines, ensuring that vessel loading “Bay Plans” are accurate and ready well before a ship berths

USP

- Unmatched efficiency in “transshipment exchange” between regional feeders and mainline vessels
- The only terminal in Colombo with an in-house bunker storage subsidiary, offering “Load & Fuel” services in a single window
- Decades of operational maturity, resulting in highly experienced quay-side labour and technical teams
- Generally offers more competitive handling tariffs for regional carriers compared to the private deep-water terminals
- Vessels calling at JCT can undergo container operations and refuelling simultaneously or with minimal shifting
- It manages 14 storage tanks with a capacity of 38,200 metric tonnes, supporting both Low Sulphur Fuel Oil (LSFO) and Marine Gas Oil

Key Data

Port Code	LKCMB
Operator	Sri Lanka Ports Authority (SLPA).
Year of Establishment	2020
Installed Capacity	1.5 Million TEUs (following Phase III completion)
Throughput FY	500,000 TUEs
Utilisation	33% to 40%
CEO	Admiral Sirimevan Ranasinghe (Retd.).
Website	www.slpa.lk



Equipments

- 14 Ship-to-Shore (STS) quay cranes, including 6 Super Post-Panamax units at Berth 4
- 39 Rubber Tyred Gantry (RTG) yard cranes and 4 Rail-Mounted Gantry (RMG) cranes
- A fleet of over 150 terminal tractors and trailers



Rail/Road Connectivity

On-dock rail sidings enable the movement of containers to inland hubs such as Peliyagoda. Directly linked to the Port Access Elevated Highway (fully operational in 2026), allowing trucks to bypass the congested streets of Colombo 15 (Modara/Mutwal).



CFS

JCT services a network of approximately 15–20 CFSs in the greater Colombo area, including the Peliyagoda and Veyangoda clusters.

Nepal Trade 2024–25: Rising Exports Amid Persistent Deficit

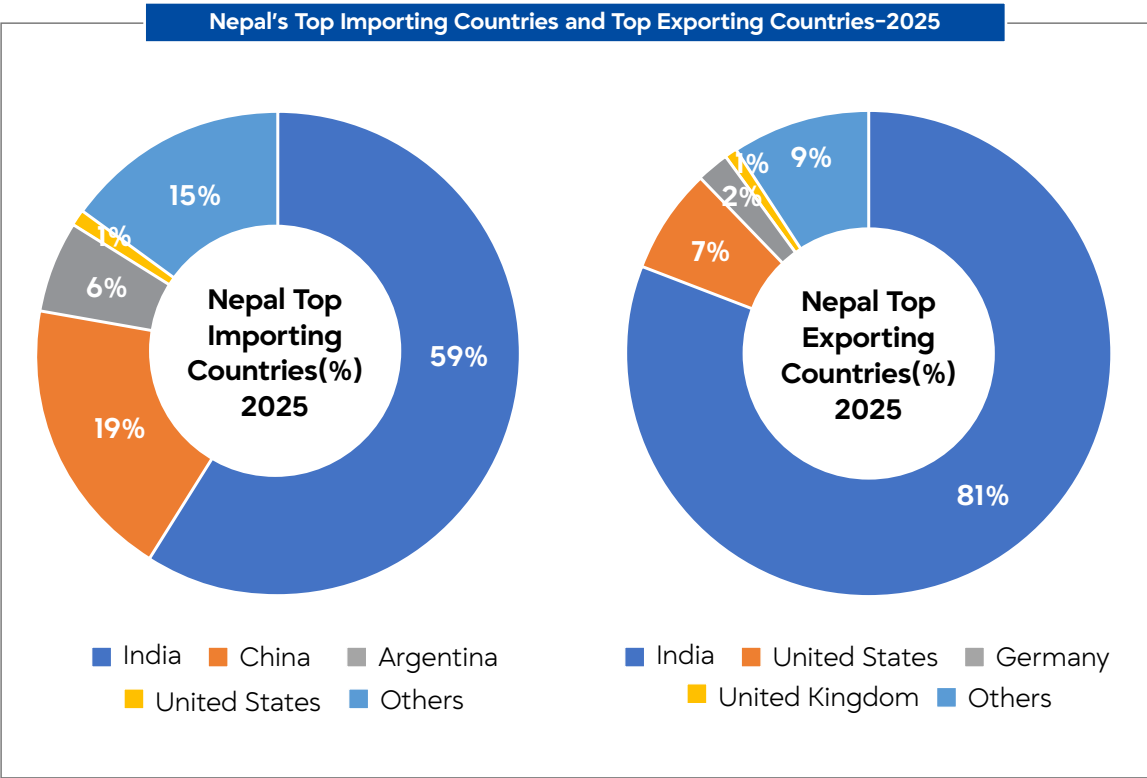
Nepal's imports remained dominant, exports surged in 2024–25, containerised throughput grew modestly. Nepal's exports reached an all-time high of 1.92 billion USD in the fiscal year 2024/25. The record surge was largely attributed to a sharp increase in refined edible oil exports, particularly soybean and sunflower oil, to India. Imports also rose in FY 2024–25, with Nepal bringing in goods worth 12.52 billion USD. With both exports and imports increasing, Nepal's total foreign trade reached Rs 2.081 trillion.

India remains Nepal's dominant trading partner, accounting for nine of Nepal's top 10 export items. Imports and exports increased 13.3 per cent and 81.8 percent respectively. Exports and Imports were increased with India, China, and other countries. Total trade deficit increased 6.0 per cent to USD 10.6 billion in FY 2024–25.

Exports from Bhairahawa, Biratnagar, Birgunj, Dry Port, Kailali, Mechi, Nepalgunj, Rasuwa and Tribhuvan Airport Custom offices increased, whereas exports from all other major customs points decreased in the review year. On the import side, imports from Jaleswor and Tribhuvan Airport Custom offices decreased whereas imports from all other major customs points increased in the review year.

Annual Trade of Nepal in FY 2025

Foreign Trade Indicators	2024–2025 In Bn USD	%share with total
Import of Goods	12.5	87%
Export of Goods	1.9	13%





Top Importing Commodities of Nepal in FY2024-25

Commodity Name	% Share in Total Imports
Mineral oils, mineral waxes	18%
Animal or vegetable waxes	9%
Iron and steel	8%
Machinery and mechanical appliances	7%
Machinery and equipment	7%
Vehicles	6%
Others	45%

Top Exporting Commodities of Nepal in FY2024-25

Commodity Name	% Share in Total Imports
Animal or vegetable waxes	44.2%
Man-made staple fibres	5.1%
Iron and steel	5.1%
Coffee, tea, mate and spices	4.8%
Carpets and other textile floor coverings	4.4%
Wood and articles of wood	3.4%
Others	33%

Trade Value at major Land ports in Nepal 2024-25(Bn USD)

Name of the Port	Imports Bn USD	Exports Bn Usd
Birgunj	4.3	0.71
Bhairahawa	1.8	0.15
Dryport	1.5	0.04
Biratnagar	1.4	0.52
Nepalgunj	0.5	0.02

India–Nepal Trade Dynamics Strengthened by Transit Treaty and Infrastructure Upgrades

India and Nepal have taken significant steps in FY 2025 to deepen their economic partnership and enhance regional connectivity. A fresh amendment to the Treaty of Transit has expanded rail-based freight movement between the two countries, particularly along the Jogbani–Biratnagar corridor. This update now covers both containerised and bulk cargo, reducing reliance on road transport and cutting costs for traders. Liberalised transit facilities across key routes—Kolkata–Jogbani, Kolkata–Nautanwa (Sunauli), and Visakhapatnam–Nautanwa—further integrate Nepal's trade flows with Indian ports, offering landlocked Nepal improved access to global markets. For small and medium enterprises, faster cargo movement and fewer border bottlenecks promise better planning, lower costs, and wider market reach.

Dodhara Chandani dry port:

Complementing this policy shift, Nepal has launched construction of the Dodhara Chandani dry port in Kanchanpur district. Covering 42 hectares, the facility will include warehouses, customs inspection units, quarantine facilities, container yards, and modern trade infrastructure. Linked by a six-lane access road and a four-lane bridge over the Mahakali River, the port will connect directly to India's Rudrapur industrial hub, just two hours away. This project is expected to reduce transport costs, unlock export potential in herbal products and other sectors, and create new jobs. Once operational, the dry port will serve as a gateway for both imports and exports, including trade with third countries, marking a milestone in the economic development of Nepal's Far West.

Rupaidiha Land Port:

On the Indian side, the Rupaidiha Land Port in Bahraich, Uttar Pradesh, has emerged as a key Indo–Nepal trade gateway. Spread over 115 acres, it currently handles trade worth nearly ₹8,500 crore annually and is being expanded with warehouses, cold storage, and mechanised cargo handling facilities. Direct access to NH 28C and proximity to Nepalgunj Road Railway Station enhance multimodal connectivity. Daily truck movements are expected to rise from 200 to at least 300, significantly boosting bilateral trade, particularly for western Nepal's hinterland.

Infrastructure enhancements within Nepal also play a critical role. The 80.33 km Abukhaireni–Pokhara section of the Prithvi Highway has achieved 67% progress, with major advances on the Abukhaireni–Jamune stretch. The expansion of the Muglin–Pokhara road into a four-lane highway is transformative, reducing travel time and improving access to critical regions. As part of the South Asia Subregional Economic Cooperation (SASEC) corridors, this road links Kathmandu to Dhaka and Kolkata, strengthening Nepal's integration into regional trade networks. Traffic forecasts suggest volumes will nearly double by 2040, underscoring the importance of enhanced design standards, safety features, and intelligent traffic systems.

Together, these initiatives—policy reforms, dry port development, land port expansion, and highway upgrades—signal a comprehensive effort to modernise trade logistics between India and Nepal. They not only reduce costs and improve efficiency but also position Nepal to leverage its strategic location for greater regional and global economic integration.

Key Indo–Nepal Trade Corridors

- **Jogbani–Biratnagar Rail Corridor:** Newly amended Treaty of Transit allows smoother movement of both containerised and bulk cargo, reducing reliance on road transport.
- **Rupaidiha Land Port (Bahraich, UP):** India's first land port in Uttar Pradesh, handling trade worth ₹8,500 crore annually. Expansion with warehouses and cold storage will boost connectivity to western Nepal.
- **Muglin–Pokhara Highway (Prithvi Corridor):** Undergoing four lane expansion, linking Kathmandu to Dhaka and Kolkata via SASEC routes. Expected to double traffic volumes by 2040, enhancing regional integration.

Together, these corridors strengthen India–Nepal trade flows, cut costs, and improve access to global markets through Indian ports like Kolkata and Visakhapatnam.



Birgunj Inland Clearance Depot (BICD)

BICD, also known as the Sirsiya Dry Port, stands as Nepal’s most critical “land-link” to global trade. It is the country’s only rail-linked terminal, handling over 50% of Nepal’s containerised traffic. As the country’s first and most developed rail-linked terminal, it serves as the primary conduit for cargo moving between Nepal and the Indian seaports of Kolkata, Haldia, and Visakhapatnam.

The ICD is located at Sirsiya, Birgunj, Parsa District, Nepal, bordering Raxaul, Bihar, India.

Global giants, including Maersk, MSC, Hapag-Lloyd, and CMA CGM, offer through-bill-of-lading services, allowing containers to be cleared directly in Birgunj. Pristine Valley Dryport Pvt. Ltd. is the sole commercial operator and manager of the Birgunj Inland Clearance Depot (ICD). While the facility is owned by the Government of Nepal, through the Nepal Intermodal Transport Development Board (NITDB), Pristine Valley operates it. It is a Joint Venture (JV) created to bridge Indian logistics expertise with a local presence in Nepal. Pristine Logistics & Infraprojects (India) holds a majority stake (approximately 89%). The remaining 11% is held by the local Nepalese partner, the Valley Group. The Valley Group (Nepal) provides local regulatory and business integration in Nepal.

Facilities

- Over 420,000 sq. ft. of covered storage, including three large warehouses for LCL cargo
- Fully integrated with ASYCUDA World and the Electronic Cargo Tracking System (ECTS)
- An on-site Customs Lab testing facility to expedite the clearance of chemical and pharmaceutical imports

USP

- It remains Nepal’s only functional rail-linked container terminal, offering a significant cost advantage over road transport
- Its ability to handle long-haul rakes from Visakhapatnam allows Nepal to avoid congestion at older Indian river ports
- Strategic agreements with shipping lines provide 14 days’ free time for empty container returns to Indian ports. These free days are the highest in the region

Rail/Road Connectivity

Pristine Valley is responsible for the entire “life-cycle” of a container once it enters the terminal. This includes managing the arrival and departure of cargo trains (rakes) from Indian ports such as Visakhapatnam and Kolkata; directly managing labour for loading and unloading; managing the yard and warehouse, which cover 94 acres of land, including 420,000 sq. ft. of warehouse space; implementing digital tracking systems (such as ECTS) and maintaining terminal equipment.

The Birgunj Integrated Check Post (ICP), located 3 km away, handles the majority of road-based truck traffic, while the ICD handles rail cargo. Birgunj acts as the “Transit Hub” for the Chobhar dry port in Kathmandu, where containers are often sent after initial rail arrival. Bhairahawa and Biratnagar are regional dry ports that coordinate with Birgunj for national logistics planning.

Bhairahawa Dry Port and Biratnagar Dry Port are the second- and third-most important trade gateways in Nepal. Both terminals have undergone significant shifts in 2025–2026, transitioning from road-only hubs to rail-integrated terminals as part of Nepal’s effort to diversify its trade routes beyond the Birgunj corridor.



Nepal

Key Data

Port Code	NPBIR
Operator	Pristine Valley Dryport Pvt. Ltd.
Year of Establishment	2004
Installed Capacity	60,000 TEUs annually
Throughput FY 25	45,000 TEUs
Utilisation	75% to 80%
CEO	Rajesh Jha, CEO of Pristine Valley Dryport Pvt. Ltd.
Website	nitdb.gov.np and pristinelogistics.com/nepal



Equipments

- High-capacity Reach Stackers (45-ton) for stacking containers up to 5-high
- Six Rail-Mounted Sidings for simultaneous rake operations
- Specialised forklifts (3t to 25t) and prime movers for internal drayage
- Dual electronic weighbridges for accurate cargo measurement

Bhutan's Trade and Logistics Transformation in 2025

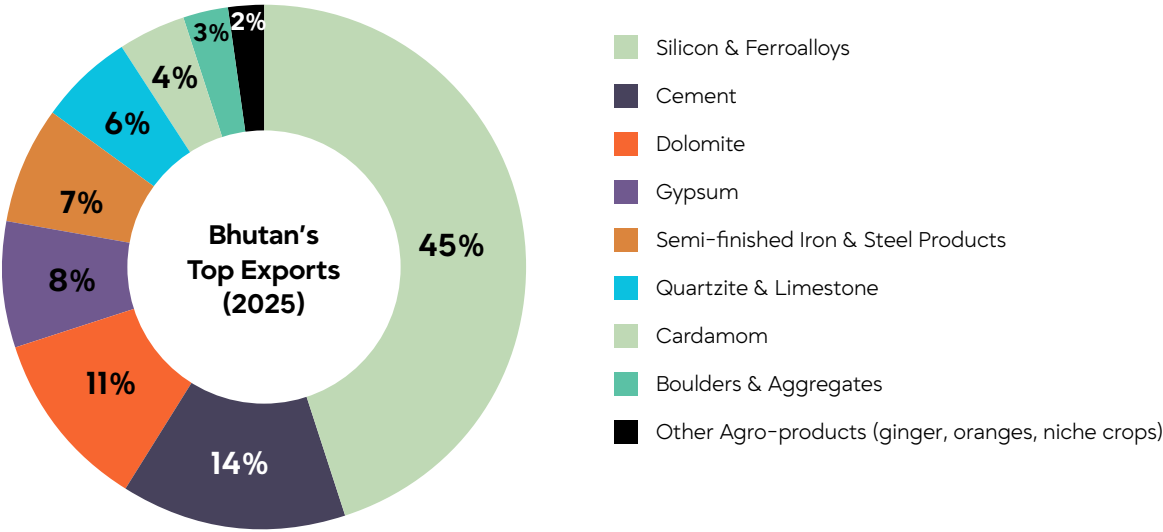
India and Bhutan's economy in 2025 continued its steady recovery, with GDP growth projected at 8.3%, supported by tourism revival and industry (mining, construction, manufacturing), though agriculture remains weak. Despite being a small, landlocked nation, Bhutan's trade sector remained highly open, with imports rising sharply while exports grew modestly, narrowing but not eliminating the trade deficit. Over the years, imports increased drastically while exports remained generally stable. Imports rose sharply in 2022, moderated in 2023–24, and remain high in 2025.

Trade Performance

The Country's merchandise exports were led by electricity, ferrosilicon, dolomite, and niche agricultural products. Imports remained high, dominated by fuel, vehicles, machinery, steel, cement, and food staples. India continued to account for nearly 80% of Bhutan's overall trade, underscoring its role as Bhutan's largest partner.

Containerized Exports

- **Hydropower & Ferroalloys:** Electricity exports expanded with new hydropower capacity, while ferrosilicon remained the backbone of containerised trade.
- **Minerals:** Dolomite, gypsum, and cement contributed steadily, shipped in bulk containers.
- **Agriculture:** Cardamom, citrus fruits, and ginger provided diversification, though volumes remained small.
- **Regional Dependence:** India and Bangladesh absorbed nearly all exports, reflecting limited market diversification.

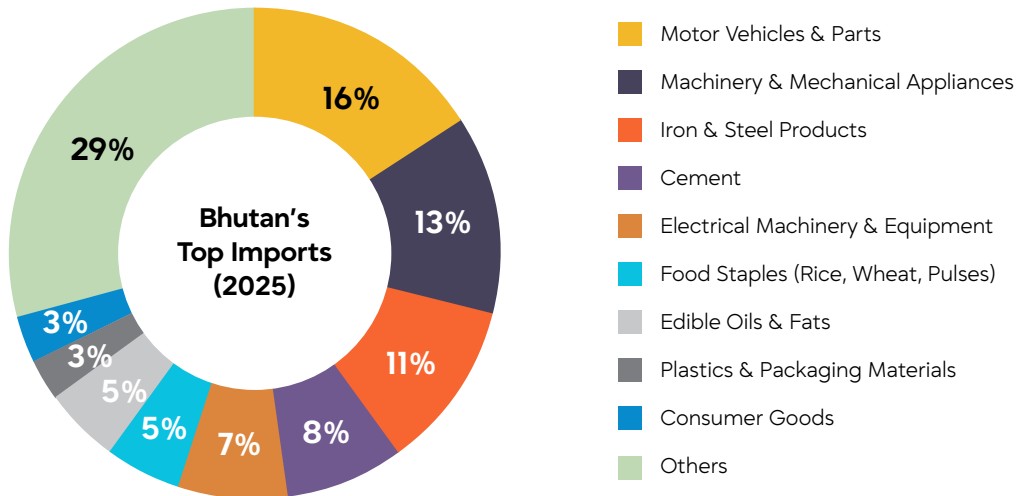


Top Export Destinations (2025)

- India – ~80%
- Bangladesh – ~15%
- Other countries – ~5%

Containerized Imports

- **Industrial Inputs:** Machinery, steel, and cement dominated imports, reflecting demand for infrastructure.
- **Food Security:** Rice, pulses, and edible oils remained essential imports.
- **India's Dominance:** Over four-fifths of imports came from India, with smaller shares from China, Thailand, and Malaysia.



Top Import Sources (2025)

- India – ~80%
- China – ~8%
- Thailand – ~6%
- Malaysia – ~6%

Logistics Reforms & Agreements

2025 was a landmark year for Bhutan's trade logistics:

- **India-Bhutan Cooperation:** New MoUs expanded hydropower exports, digital connectivity, and infrastructure support, strengthening Bhutan's modernisation drive.
- **Bangladesh Access:** Bhutan secured access to Mongla, Payra, and Chattogram ports, reducing reliance on Indian gateways. This agreement is expected to lower transport costs, improve connectivity for essential imports, and facilitate smoother exports of minerals and agricultural goods.
- **Customs Modernisation:** Bhutan advanced paperless trade systems, streamlined border procedures, and aligned its framework with international standards.

Dry Ports and Corridors

Bhutan's inland container facilities at Phuentsholing and Samdrup Jongkhar handled nearly 80% of containerised trade.

- **Phuentsholing:** The busiest hub, processing the majority of imports, especially fuel and machinery.
- **Samdrup Jongkhar:** Stronger export profile, particularly for agricultural goods, linked to India's Darranga ICP in Assam.

Bhutan's trade in 2025 reflects both vulnerability and opportunity. Imports remain high, but hydropower expansion, diversification into minerals and niche agriculture, and new transit agreements with Bangladesh are reshaping its trade ecosystem. With India as its anchor partner and Bangladesh offering an alternative port access, Bhutan is positioning itself for greater resilience and deeper integration into South Asia's logistics networks.

Samdrup Jongkhar Mini Dry Port (MDP)

MDP is a vital trade gateway for eastern Bhutan. It was developed to modernise cross-border logistics and serve as a strategic link between the Kingdom of Bhutan and the Indian state of Assam. The terminal is located in Samdrup Jongkhar Thromde, a border town in southeastern Bhutan. It sits just a few hundred meters from the Integrated Check Post (ICP) at Pelzomthang. The town has been a trading hub since the 1960s, and the formalised dry port infrastructure has further boosted trade. The terminal is primarily designed as a high-volume break-bulk and transshipment hub.

The terminal is owned by the Royal Government of Bhutan, under The Ministry of Industry, Commerce and Employment (MoICE). As a "Mini" dry port, it has a lower TEU throughput than Phuentsholing but remains critical for regional trade. It serves as the primary exit point for Bhutan's eastern exports of minerals and agriculture.. Historically, the region has seen high utilisation for loose cargo transport (trucks), transitioning toward containerization as infrastructure matures.

The terminal operates as the central ICD for eastern Bhutan, servicing several Land Customs Stations (LCS) in the region, including those at Nganglam and Gelephu.

Primary export ports are the Syama Prasad Mookerjee Port and the Haldia Dock Complex. Under the 2023 Transit Agreement, the terminals have also been using Chattogram Port and Mongla in Bangladesh for export.

Facilities

- The dry port spans approximately 7 acres of land
- Its warehouses have a carrying capacity of 6,500 metric tonnes each for exports and imports
- Export and Import Warehouses: Total capacity of 13,000 MT
- Dedicated 200 MT facility for perishable goods such as citrus fruits
- On-site administrative support for eCMS (electronic Customs Management System)

USP

- It is the only major entry point for six eastern districts (Tashigang, Lhuentse, etc.)
- Its location allows traders to tap into Guwahati's international airport and rail facilities
- One of the few Bhutanese hubs with viable future links to Indian inland waterways (NW2)
- Provides an essential alternative to the heavily congested Phuentsholing border

Rail/Road Connectivity

Goods move predominantly by road through the Darranga border post (India). Containers are transported via the Indian highway network to and from major hubs in Assam and onward to the ports of Kolkata or Haldia. The terminal connects to the Samdrup Jongkhar–Trashigang National Highway.

On the Indian side, it connects to NH 127D via Darranga, linking to Guwahati. There is no rail link within Bhutan, but the Rangiya–Samdrup Jongkhar rail link has been proposed as a strategic regional project. The terminal is strategically positioned to utilise National Waterway 2 (Brahmaputra). Cargo can be moved by road to Pandu Port in Guwahati or to the Jogighopa Multimodal Terminal (approx. 150 km away), for riverine transit to Bangladesh and Indian seaports.



Bhutan

Key Data	
Port Code	BTSJR
Operator	Department of Revenue and Customs
Year of Establishment	2025
Installed Capacity	Its primary metric for "in-stalled capacity" is based on storage tonnage. It features two large warehouses (Import and Export) with a combined capacity to handle 13,000 Metric Tonnes (MT) of cargo at any given time.
Throughput	3,500 to 5,000 TEUs per annum
Utilisation	TEU count is lower than the Phuentsholing ICD
Executive Leadership	Karma Namgyel
Website	https://sjthromde.gov.bt/



Equipments

- Weighbridges for heavy vehicle monitoring.
- Forklifts for cargo handling and transshipment.
- CCTV Surveillance for 24/7 security



Inland Container Depot (ICD)

Phuentsholing Dry Port, commonly referred to as the Mini Dry Port (MDP), serves as Bhutan's primary gateway for international trade. It was developed to streamline customs processes and modernise the kingdom's logistics infrastructure.

The terminal is located near the Second Gate in Phuentsholing, the commercial capital of Bhutan, bordering Jaigaon, West Bengal, India. It was established and opened for operations in January 2019. The terminal is owned by the Royal Government of Bhutan, specifically under the Department of Trade within the Ministry of Industry, Commerce and Employment (MoICE).

It is operated by the Bhutan Customs (Department of Revenue and Customs) in coordination with the Phuentsholing Thromde (municipal authority).

It handles over 90% of Bhutan's total imports. While the exact annual TEU figures fluctuate, the broader Pasakha Mega Dry Port (currently under construction to augment this ICD) is designed to handle 0.327 million TEUs by 2035.

The implementation of the electronic Customs Management System in 2024 has reduced the average "dwell time" for containers. Bhutan's top three importing countries are India, China, and Thailand, and its top three exporting countries are India, Bangladesh, and Singapore.

Facilities

- Dedicated sheds for export, import, transshipment, perishable and dangerous cargo
- Hazardous goods area specifically for chemicals and risky materials
- Secure area for customs-detained items for seized goods
- Customs, Immigration, and Quarantine offices
- The facility covers 5.48 acres

USP

- Positioned as the "Gateway to Bhutan," providing the shortest route to the capital, Thimphu
- Using the Northern Bypass Road allows heavy cargo to avoid urban traffic, reducing transit time
- A key node in the South Asia Subregional Economic Cooperation (SASEC) corridor, ensuring infrastructure to international standards

Rail/Road Connectivity

Excellent road connectivity via the Phuentsholing-Thimphu Highway and the newly built Northern Bypass Road, which allows traffic to bypass the congested town centre. Containers are moved to and from India by road transport. Goods arrive from the Indian ports of Kolkata and Haldia, and from Chattogram and Mongla ports in Bangladesh. The facility handles about 400 trucks per day, far exceeding its static parking capacity of 45-50 trucks. To manage this over-utilisation, the terminal has implemented a slot-booking system and is increasingly diverting heavy industrial cargo to the Alley Land Customs Station (LCS) in Pasakha. There is no direct rail link within Bhutan. However, the nearest railhead is Hasimara, India (approx. 18 km away). Efforts are underway to improve regional connectivity through the Kokrajhar-Gelephu rail link. Bhutan utilises the Indo-Bangladesh Protocol routes. Cargo often moves via the Brahmaputra River (NW2) to ports such as Jogighopa or Dhubri in Assam, then continues by road to Phuentsholing. A significant portion of Bhutan's cargo still arrives as "loose cargo" in trucks, which are then transhipped or consolidated into containers at the terminal.



Bhutan

Key Data	
Port Code	BTPHU
Operator	Bhutan Customs (Department of Revenue and Customs)
Year of Establishment	2019
Installed Capacity	45 to 50 containers
Throughput	While Bhutanese customs often track performance by vehicle count and value (Nu.), the estimated throughput for FY 24-25 is approximately 18,000 to 22,000 TEUs
Utilisation	120% to 150%
Administrative Oversight:	Uttar Kumar Rai
Website	No standalone "Phuentsholing ICD" website. Instead, official information, notifications, and trade regulations are hosted on the parent government portals: https://phuenthrom.bt .

Equipments

- Reach stackers and forklifts (manual loading is still prevalent but transiting)
- High-capacity weighbridge
- CCTV surveillance and automated e-gates (recently upgraded in 2025)

Import-Driven Growth Positions Maldives in South Asia's Regional Logistics Network

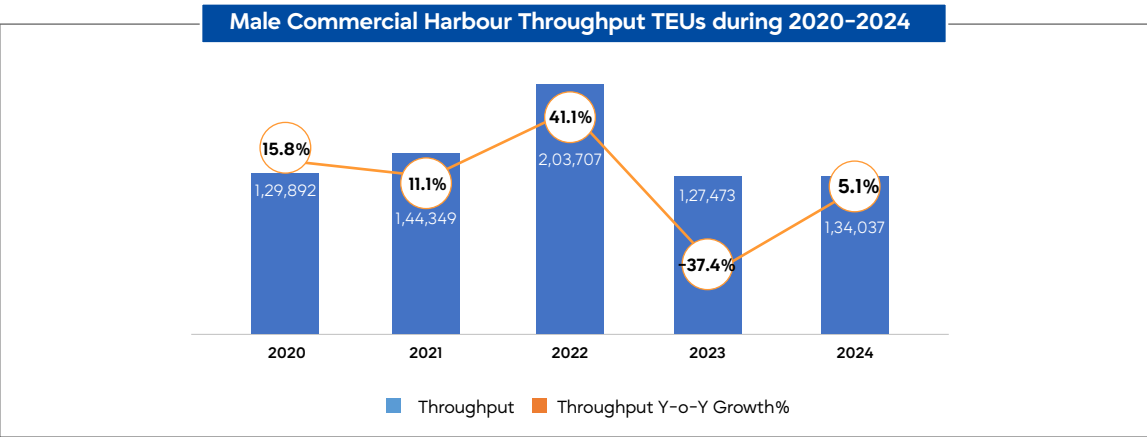
The Maldives' containerised trade in FY 2025 underscored the nation's dependence on maritime logistics, with imports far outweighing exports. Maldives Ports Limited (MPL), operating the main gateway at Male, processed nearly 6,000 TEUs in June 2025 alone, reflecting steady growth in inbound cargo volumes. Imports comprised food staples, fuel, and construction materials, while exports remained limited to fisheries—primarily tuna bound for Europe and Asia.

MPL saw increasing container traffic in 2025, with Q1(Jan -March 2025) handling 34,969 TEUs, which is 2.6% Quarter-On-Quarter growth and specific months showing strong figures like 6,320 TEUs in July and 6,663 TEUs in August, driven by essential goods and improved operations. MPL's Initiatives continued focus on expanding capacity and efficiency, faster clearance, and streamlining operations, including new facilities, such as logistics hubs supports growth in Hulhumale, improved handling for high-demand periods. Key developments also include MPL increasing storage to 5,100 TEUs in 2024-25. The Maldives relies heavily on imports, and increasing infrastructure development is driving container traffic, supported by direct links with major ports. High demand for perishable items like eggs, onions, and potatoes significantly contributes to container volume.

In 2024-2025, MPL focused on digital transformation and transitioned to the "Tradian" system in April 2025 for seamless digital trade services, integrating trade processes by June 2025.

Coming to Infrastructural enhancement, North Harbour, initiated phased development in Male to reduce congestion and boost efficiency for commercial and public use.

India's Dominance: Over four-fifths of imports came from India, with smaller shares from China, Thailand, and Malaysia.



Maldives' Top Exporting Countries 2025

Maldives' total Exports in 2024 were valued at 92.42 Mn USD. Maldives' main export partners were Thailand, the United Kingdom and Germany.

The top three export commodities were Fish, crustaceans, molluscs, aquatic invertebrates; Meat, fish and sea-food preparations and Residues, wastes of the food industry, animal fodder. Total Imports were valued at 3.63 Bn USD. In 2024, the Maldives had a trade deficit of 3.54 Bn USD.



SNo	Name of the Country	Share of Exports (%)
1	Thailand	35
2	United Kingdom	22
3	Germany	10
4	India	5
5	France	4
6	Vietnam	4
7	Bangladesh	3
8	Switzerland	2
9	Japan	2
10	Sri Lanka	2
11	Others	11

Maldives's Top Importing Countries 2025

Maldives' total Imports in 2024 were valued at 3.63 Bn USD. Maldives main import partners were China, the United Arab Emirates and India.

The top three import commodities were Mineral fuels, oils, distillation products, machinery, nuclear reactors, boilers and Electrical, electronic equipment. Total Exports were valued at 92.42 Mn USD. In 2024, the Maldives had a trade deficit of 3.54 Bn USD.

SNo	Name of the Country	Share of Exports (%)
1	China	19
2	United Arab Emirates	15
3	India	14
4	Oman	8
5	Malaysia	6
6	United States	4
7	Sri Lanka	4
8	Singapore	4
9	Thailand	3
10	France	2
11	Others	21

Maldives Ports Limited (MPL) has officially commenced operations at the Empty Container Depot in Thilafushi, marking another major step in expanding port infrastructure and capacity. The new facility has a total storage capacity of 2,400 TEUs, designed to streamline container management and logistics efficiency. This strategic development will alleviate space constraints at both Male Commercial Harbour and Hulhumale International Terminal, ensuring smoother cargo handling and improved turnaround times across MPL's operations.

The depot features a 60-meter quay wall, with land levelling works completed by Maldives Transport. Following this, dedicated MPL teams worked extensively to prepare and operationalise the site, bringing the facility up to full operational standards. This achievement reinforces MPL's commitment to enhancing the national port infrastructure and optimising services to support the growing demands of the Maldives' maritime and trade sectors.

Male Commercial Harbour (MCH)

MCH remains the primary gateway for the Maldives, serving as the central hub for nearly all the nation's international maritime trade. Despite the ongoing transition toward the new mega-port at Gulhi-falhu/Thilafushi, MCH has recently undergone significant operational reforms to maintain its status as a vital economic artery. It is located in the north-west corner of Male Island, the capital of the Maldives.

The terminal is wholly owned and operated by Maldives Ports Limited (MPL), a 100% state-owned enterprise. While MPL is the sole authority, it maintains a close logistics partnership with Maldives State Shipping (MSS). This national shipping line acts as a primary carrier for the port's feeder services.

MCH is primarily a destination for regional feeder vessels. Since January 26, 2026, the port has allowed 24-hour vessel entry, ending a 30-year restriction on nighttime arrivals. This has synchronised MCH with global shipping schedules.

Due to the extreme space constraints of Male Island, the port utilises "off-dock" storage at the Hulhumale International Terminal to manage overflow. The key shipping lines operating are: MSC (Mediterranean Shipping Company), Maersk, CMA CGM, and MSS (Maldives State Shipping).

Facilities

- 101.3m Main Quay (9m draft); Eastern and Western Lighterage Berths (3.5m draft)
- 21,700 m² open storage and 2,900 m² covered warehouse
- 80 plug points for temperature-controlled containers

USP

- As of January 2026, it is the first time in Maldivian history that the port limit operates 24/7, drastically reducing "anchorage waiting costs" for shipping lines
- Located in the heart of the capital, it provides direct, immediate access to the nation's largest consumer market
- Despite being a small harbour, it maintains a dedicated "priority lane" for perishable food and medical supplies, which account for over 60% of Maldivian imports
- The "My Bandharu" portal allows for 100% digital clearing and gate-pass generation, a major leap for a historically manual port

ICDs & CFSs

Since the Maldives is an archipelagic nation composed of over 1,000 coral islands, the geography makes a traditional railway system physically and economically unfeasible. Instead, the "logistics backbone" of the Maldives is entirely maritime and road-based. MCH relies on a Barge-and-Bridge model to move containers. Inter-Island Barging is the Maldivian equivalent of a "freight train." Large flat-top and hatch barges (200t to 600t capacity) ferry ICDs & CFSs containers from the MCH to industrial islands like Thilafushi or the Hulhumale International Terminal. In early 2026, the Maldivian government and Maldives Ports Limited (MPL) doubled down on road efficiency by providing 24/7 access for truckers to move their cargo at night to avoid city congestion. MCH services two primary off-dock facilities: the Hulhumale International Terminal (its main CFS/ICD) and the Thilafushi Industrial Hub. 60% of the cargo movement is by Barges/Feeders and 40% by road.



Maldives

Key Data	
Port Code	MVMLE
Operator	Maldives Ports Limited (MPL)
Year of Establishment	1986
Installed Capacity	150,000 to 200,000 TEUs per annum
Throughput FY25	120,000 TEUs
Utilisation	90%
CEO	DCP (Retd.) Mohamed Rishwan
Website	www.port.mv

 **Equipments**

- Mobile Harbour Cranes (MHC) and Ship's Gear are used for loading/unloading due to the lack of rail-mounted gantries
- Reach Stackers (45t capacity), Empty Handlers and Forklifts (ranging from 3t to 25t) for yard fleet
- 3 Tugs (including Veeru and Ox), 6 Hatch/Flat-top Barges, and a 400hp Pilot Boat



Myanmar's Trade Momentum Falters in 2025 After Modest Recovery in 2024

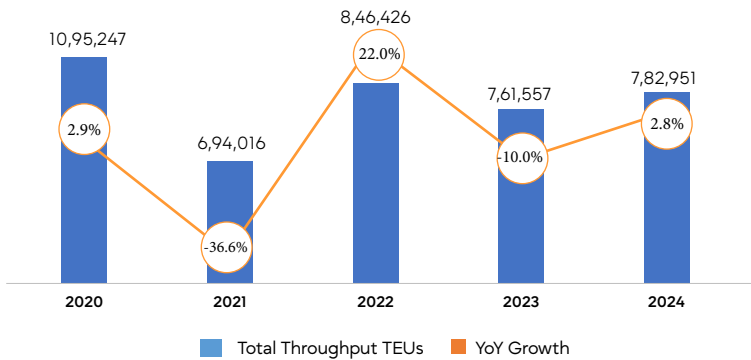
In 2024, Myanmar's trade rebounded modestly, with exports and imports rising compared to 2023, supported by stronger border trade and container cargo recovery at Yangon Port. However, in 2025 (first half), growth has slowed again, reflecting persistent structural challenges despite regional connectivity initiatives. The container throughput in FY 2023 is 761,557 TEUs, then rose to 782,951 TEUs in 2024. In 2025, early data indicate stabilisation rather than strong growth. Myanmar's trade remains structurally fragile, but connectivity projects (Kaladan, Sittwe) and ASEAN integration could provide medium-term resilience.

Yangon Port:

- Handled 633 container vessels across the year and 782,951 TEUs throughput in 2024
- Monthly arrivals ranged from 49 to 60 vessels, showing steady traffic.
- Larger vessels (up to ~2,700 TEU capacity) began calling after draft extension works on the Yangon River.

Trade Statistics for the last 5 years--Container Cargo (TEUs)

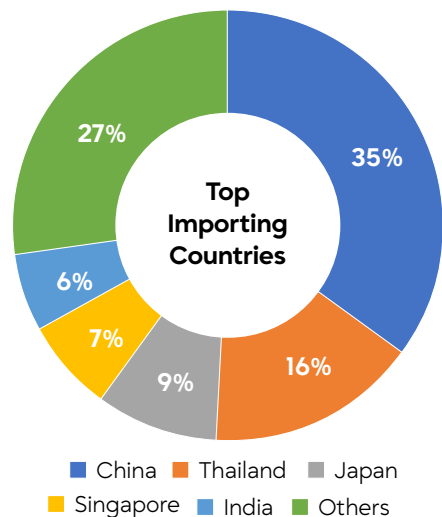
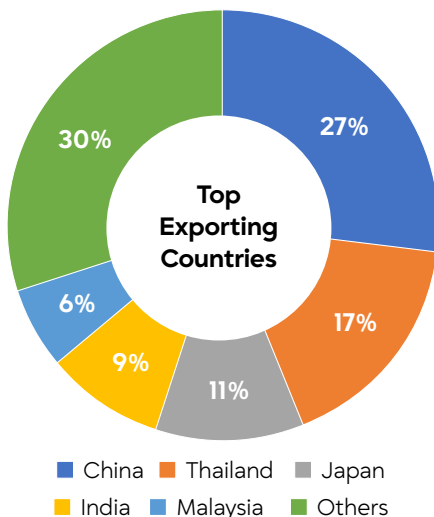
Myanmar Total Container Throguhput in TEUs



Export and Import Data 2024 and 2025

Myanmar's total Exports in 2024 were valued at US\$14.92 billion. Myanmar's main export and import partners were: China, Thailand and India. Total Imports were valued at US\$12.45 billion. In 2024, Myanmar had a trade surplus of US\$2.47 billion. The container throughput for the first half of 2025 is 4,79,691 TEUs, including imports of 245,514 TEUs and exports of 234,177 TEUs.

Top Exporting and Importing Countries of Myanmar in 2025 are as follows:



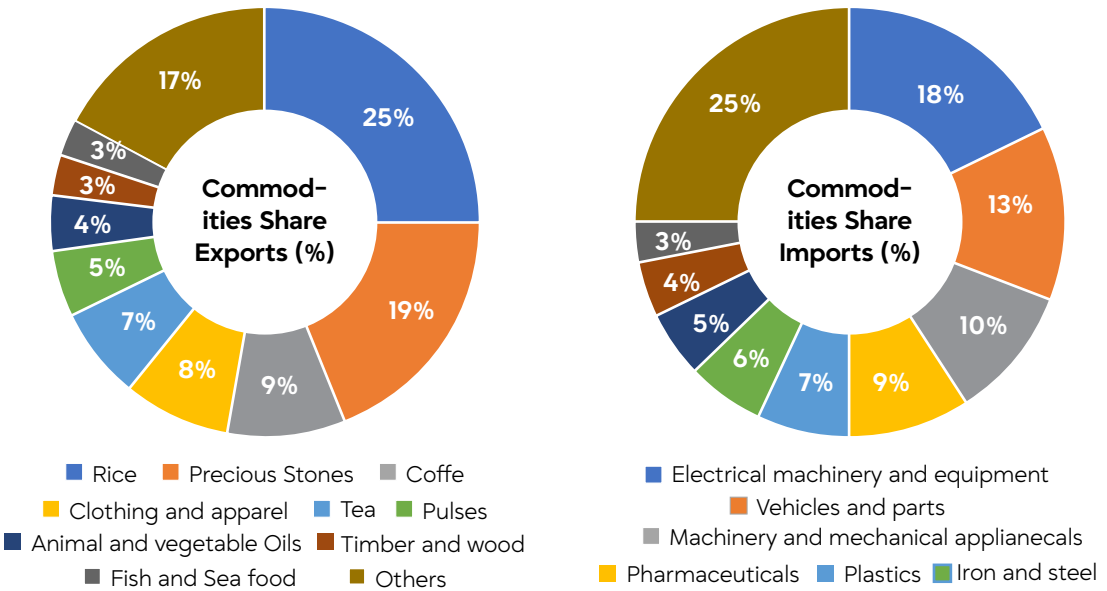
Key exports to these countries include

- Agricultural products (rice, beans), mineral resources (precious stones, jade), garments, and marine products. Myanmar benefits from regional trade agreements such as the ASEAN Free Trade Area (AFTA) and bilateral agreements, particularly with China and Thailand, which help ease trade flows.

Key imports from these countries include

- Machinery, electrical equipment, petroleum products, vehicles, and chemicals. Trade agreements such as the ASEAN Free Trade Area (AFTA) and Myanmar’s participation in the Asia-Pacific Trade Agreement (APTA) facilitate smoother trade flows.

The nation’s top Export and Import products for 2025 were prominently characterised as follows:



Advancing Regional Trade: India–Myanmar Port Connectivity Agreements and the Kaladan Corridor

In a strategic move to bolster its maritime presence and enhance regional connectivity, India has gained operational control over the Sittwe Port in Myanmar. The agreement allows India Ports Global (IPGL) to manage the entire port on the Kaladan River, marking India’s second overseas port acquisition after Chabahar in Iran.

Sittwe Port Development and Significance for India:

Kaladan Multimodal Transit Transport Project: The port development is integral to the Kaladan project, aimed at enhancing connectivity between Sittwe in Myanmar and Mizoram in India, facilitated by waterways and road networks. A strategic initiative to enhance connectivity between India’s Northeast and Myanmar is set to be fully operational by 2027. The project integrates sea, river, and road transport to connect Kolkata/Visakhapatnam → Sittwe Port → Kaladan River → Paletwa → Mizoram (India). The corridor will reduce the Aizawl–Kolkata distance by approximately 700 km, lowering logistics costs and transit times.

The India–Myanmar port connectivity agreements, particularly the operationalisation of Sittwe Port and the phased completion of the Kaladan Multimodal Project, represent a transformative step in regional trade facilitation. These initiatives will not only reduce transit costs and distances but also strengthen India’s strategic presence in the Bay of Bengal while deepening economic integration with Myanmar and ASEAN.



Myanmar Industrial Port (MIP)

MIP, located in the heart of Yangon, remains a pivotal engine of Myanmar's maritime trade. Known as a "National Port," it is one of the busiest terminals in the Yangon inner harbour, handling approximately 30–40% of the country's containerised cargo. MIP is a 100% privately owned national project.

It is strategically located on the Yangon River in Ahlone Township, Yangon, with direct access to the city's commercial centre. It is the primary clearing point for the Hlaing Tharyar industrial zone, linked via Strand Road and directly connected to the national railway service for project cargo. Unlike many ports that involve foreign joint ventures, Annawa Swan-er-shin Group (MAS) built and funded the port 100%. However, it has historically worked with the International Finance Corporation (IFC) for modernisation loans.

MIP acts as a hub for river-to-sea connectivity. Small coastal vessels and barges frequently call at MIP to move cargo to other domestic ports such as Sittwe or Kawthaung, utilising the Ayeyarwady River network for "inland waterway" distribution.

MIP is a preferred call for regional feeders and intra-Asia liners due to its draft (up to 10 metres along the wharves). Dominant service links include Singapore–Yangon and Port Klang–Yangon loops.

Active calls from SITC, CMA CGM, Samudera, Maersk (Sealand), Cosco, and Evergreen. SITC and Samudera are particularly prominent, utilising the terminal's capacity for high-frequency weekly rotations.

Facilities

- Phase 1 offers 760m (4 berths); Phase 2 adds 1000m (up to 5 berths)
- 1,000 reefer plug points, the highest in the Yangon cluster, support seafood and agricultural exports
- On-site computerised customs X-ray stations
- Owns a dedicated fleet (Dragger & Hopper Barges) to maintain a 13m depth along the wharves, enabling it to handle larger vessels (up to 2,700 TEUs) that were previously restricted to the Thilawa outer port

USP

- MIP operates its own ICD and CFS within its immediate perimeter, creating a seamless road-to-gate connection.
- Closest major terminal to Yangon's city centre, significantly reducing trucking time and costs.
- Proprietary dredging equipment enables the terminal to handle larger vessels than most other Yangon Inner Harbour ports
- With 1,000 plug points, it is the specialised gateway for Myanmar's temperature-controlled export market



Myanmar

Key Data

Port Code	MMRGN
Operator	Myanmar Annawa Swan-er-shin Group (MAS) Co., Ltd
Year of Establishment	2003
Installed Capacity	800,000 to 1,000,000 TEUs per annum
Throughput FY 25	450,000–500,000 TEUs
Utilisation	50%–60%
CEO	Captain U Ko Ko Htoo
Website	www.mip.com.mm

Equipments

- 22 Rubber-Tyred Gantry Cranes (48-ton capacity)
- 25 Reach Stackers (45-ton, 5-tier stacking)
- 32 Empty Handlers (5–8-tier stacking)
- 30 backup generator sets to ensure 24/7 refrigeration
- Includes high-capacity Grab Dredgers (12 cubic metres), two Hopper Barges (1,500 cubic metres capacity), and two powerful Tug Boats (2,600 HP) to guide ships through strong river currents

Rail/Road Connectivity

It is linked to the national rail grid via the Ywathargyi Dry Port. Ywathargyi serves as the primary rail hub. From there, cargo is loaded onto Myanmar Railways block trains for transport to the Mandalay Dry Port. The terminal includes its own ICD for container storage and maintenance, with a capacity of 10,000 TEUs. The CFS offers both bonded and non-bonded warehousing, allowing importers to store goods under customs supervision.

Pakistan's Container Trade Reaches New Heights in 2025, Driving Regional Connectivity"

Record throughput, rising exports, and modernised terminals position Pakistan's ports as a pivotal hub in South Asia's evolving trade and logistics landscape.

Pakistan's maritime sector marked a breakthrough in 2025, posting a record USD 360 million profit after sweeping reforms aimed at modernising ports, shipping, and fisheries. The year was described as transformative, with more than two dozen initiatives spanning legislation, digitisation, infrastructure upgrades, and workforce restructuring. Central to this progress was the National Maritime Policy, which unified shipping, ports, fisheries, and maritime security under a single framework, alongside a new National Shipping Policy aimed at expanding the Pakistan-flagged fleet and reducing reliance on foreign carriers.

Port and Terminal Performance

Karachi Port led the charge, achieving record throughput of 2.65 million TEUs at its terminals, including Karachi International Container Terminal (KICT). Vessel dwell times were reduced by 24–36 hours, cutting average turnaround to five days through closer coordination among port authorities, customs, and logistics agencies. Terminals such as Qasim International Container Terminal (QICT), Pakistan International Container Terminal (PICT), South Asia Pakistan Terminal (SAPT), and Gwadar Container Terminal also benefited from reforms, with enhanced crane productivity and streamlined operations. Cost-cutting measures, including the abolition of redundant posts and reduced overtime, saved billions of rupees, while investments in automation and AI monitoring strengthened efficiency.

Innovation and Governance

The Pakistan Maritime Century Framework (2047–2147) was introduced to guide long-term development. Key innovations included the establishment of an AI Maritime Secretariat, 100% e office rollout for paperless governance, integration of the Pakistan Single Window with the Port Community System, and electronic public asset disposal systems to improve transparency. These steps aligned Pakistan's regulatory framework with international conventions, reinforcing credibility in global shipping.

Export Dynamics

Exports showed a recovery in FY 2025 (July–April), rising 6.4% to USD 26.9 billion, up from USD 25.3 billion in 2024. The textile sector remained dominant, contributing 55% of total exports, with knitwear, bedwear, and garments driving growth. Textile exports rose 8.4% to USD 14.8 billion, while food exports, accounting for 23% of the total, reached USD 6.2 billion but dipped slightly by 1%. Non-traditional exports such as IT services, pharmaceuticals, and engineering goods gained momentum, reflecting diversification efforts supported by duty drawback schemes, energy subsidies, and improved market access.

Import Trends

Imports rose 7.6% to USD 48.3 billion, reflecting a revival in domestic demand and industrial expansion. Machinery imports surged 14.4% to USD 7.7 billion, reinforcing industrial modernisation, while textile imports jumped 63.5% to USD 3.5 billion due to cotton shortages and export demand. Food imports grew marginally to USD 6.9 billion. Petroleum and capital goods remained the largest import categories, leaving Pakistan vulnerable to global oil price fluctuations, though policy measures are being implemented to stabilise costs and mitigate external shocks.

Trade Partners

The United States remained Pakistan's largest export market, accounting for 18% of total exports, while China's share declined to 8%. Exports to Germany, the UK, and the UAE showed steady performance. On the import side, China, Saudi Arabia, the UAE, and Indonesia collectively accounted for nearly half of Pakistan's imports, with China's share rising to 33%. This widened Pakistan's trade deficit with China, underscoring the need for diversification and stronger industrial growth.

Pakistan's container trade in 2025 reflects a sector in transition—record port throughput, rising exports, and expanding imports driven by industrial recovery. With reforms in governance, digitisation, and infrastructure, Pakistan is positioning itself as a regional logistics hub. Sustained implementation of these measures will be critical to leveraging its strategic location and long coastline for durable growth in the blue economy.



Pakistan Container Trade Overview – FY 2025

Category	Key Highlights
Ports & Terminals	Karachi Port handled 2.65 million TEUs ; QICT, PICT, KICT, SAPT, and Gwadar supported growth. Vessel dwell time reduced by 24–36 hours; average turn-around ~5 days.
Sector Profit	The Maritime sector posted a record USD 360 million profit , driven by reforms, cost-cutting, and efficiency gains.
Exports	Total exports: USD 26.9 billion (+6.4% YoY). Textiles contributed 55% (USD 14.8 billion, +8.4%). Food exports: USD 6.2 billion (–1%). Non-traditional exports (IT, pharma, engineering) showed strong growth.
Imports	Total imports: USD 48.3 billion (+7.6% YoY). Machinery imports: USD 7.7 billion (+14.4%). Textile imports: USD 3.5 billion (+63.5%). Food imports: USD 6.9 billion (+0.6%). Petroleum and capital goods remained dominant.
Top Export Partners	US (18%), China (8%), Germany, the UK, and the UAE.
Top Import Partners	China (33%), Saudi Arabia, UAE, Indonesia (collectively ~50%).
Reforms & Innovations	National Maritime Policy finalised; National Shipping Policy launched. AI Maritime Secretariat established. 100% e office rollout, Pakistan Single Window integrated with the Port Community System, electronic asset disposal system introduced.
Strategic Outlook	Focus on digitalisation, capacity expansion, workforce optimisation, and alignment with IMO conventions. Positioned to leverage the long coastline and strategic location for blue economy growth .

Qasim International Container Terminal (QICT)

QICT, often referred to as DP World Karachi, remains the premier gateway for containerised trade in Pakistan. As the country's first private-sector container terminal, it continues to lead in technological adoption and hinterland connectivity.

It is located at Berths 5, 6, and 7 (Terminal 1) within Port Muhammad Bin Qasim, approximately 50 km southeast of Karachi's city centre. It is designed to handle two medium-sized container vessels or one large vessel and one smaller feeder simultaneously.

T1 is operated by DP World (which holds a 75% stake) in partnership with International Terminal Holding Limited (25%). It operates under a Build, Operate, and Transfer (BOT) concession agreement with the Port Qasim Authority (PQA).

Major global carriers, including Maersk, MSC, COSCO, CMA CGM, and Hapag-Lloyd, call at QICT, offering regular weekly rotations connecting Pakistan to the Far East, Europe, and the Middle East. The average Vessel Turnaround Time for feeder vessels is 12 – 16 Hours. The average turnaround for larger vessels is 28 – 36 Hours. Gross Crane Moves/Hour is 22 – 25 Moves Crane Intensity 2 – 3 Cranes per vessel. The combined length of 1,327 meters allows DP World Karachi to berth up to four to five vessels simultaneously. This flexibility allows QICT to maintain a lower congestion rate than other terminals at Karachi Port.

Facilities

- Quay length 600 metres.
- 12 to 12.5 metres draught.
- 250 reefer points for temperature-controlled cargo
- The container yard area is 24 hectares
- The backbone of the terminal is Navis (N4/SPARCS), the global gold standard for port operations.
- The terminal is fully integrated with Pakistan's national customs software, Web-Based One Custom (WeBOC), enabling paperless clearing and round-the-clock import/export processing.

USP

- Strategic location outside the main Karachi city limits reduces transit delays
- The only terminal in Pakistan with integrated rail-to-quay capabilities
- Advanced "Zodiac" terminal operating system with real-time SMS and online tracking
- Backed by DP World's global network, ensuring international operational standards and security



Pakistan

Key Data

Port Code	PKBQM
Operator	DP World
Year of Establishment	1997
Installed Capacity	850,000
Throughput	450,000 per annum
Utilisation	53%
CEO	Junaïd Zamir
Website	www.dpworld.com / ifs.qict.com.pk

Equipments

- 6 Units (Post-Panamax)
- 21 units RTG
- 8 units Reach Stackers
- 46 Internal transfer vehicles

Rail/Road Connectivity

A dedicated 14 km railway line connects the terminal directly to the National Railway Network. This terminal houses the primary rail siding and the 6-track formation area (5 operational tracks + 1 escape track). It is the historical heart of the port's rail operations. It features 6 railway tracks, enabling the efficient movement of "block trains" to inland destinations. For "block trains," the terminal utilises a "vessel-to-rail" strategy. T1 containers need to move shorter distances to the siding than T2 containers. T1 feeds containers to all major dry ports nationwide. The ICDs served in Punjab by road and rail are: Lahore Dry Port (Mughalpora), Faisalabad Dry Port, Multan Dry Port, and Sialkot International Container Terminal (SICTL). Peshawar Dry Port in Khyber Pakhtunkhwa, Islamabad Dry Port and Rawalpindi Dry Port in the Federal Capital. The terminal is 15 km from the National Highway (N-5) and offers a direct road link to the upcountry industrial hubs of Punjab and Khyber Pakhtunkhwa.



Charting a new course: Update on IMO's Net-Zero Framework (NZF), other regulations, and the future of "Maritime shipping"

The global maritime shipping landscape is undergoing continuous transformation due to initiatives from international regulators and decarbonisation efforts led by regional bodies such as the European Union. A range of regulations and short- to mid-term measures are driving progress towards the industry's net-zero emissions target by 2050. These measures include the Carbon Intensity Indicator (CII), IMO's 2023 Strategy on Reduction of Greenhouse Gas (GHG) Emissions, EU Emissions Trading System (EU ETS) and FuelEU Maritime.

This section explores key decarbonisation initiatives shaping maritime shipping and outlines strategic business decisions for shipowners, charterers and other stakeholders aiming for net-zero emissions by 2050.

IMO NZF: Overview and strategic implications

The International Maritime Organisation's (IMO's) Marine Environment Protection Committee (MEPC) 83rd session, which was held in April 2025, approved the draft legal text on the new regulation—NZF under MARPOL Annex VI, which introduces mid-term measures to reduce GHG emissions from vessels.

Application and exceptions

The Regulation will apply to all ships of **5,000 gross tonnage** and above, except ships solely engaged in voyages within national waters; ships not propelled by mechanical means; platforms, including FPSOs and FSUs¹ and drilling rigs (regardless of their propulsion), and semi-submersible vessels.

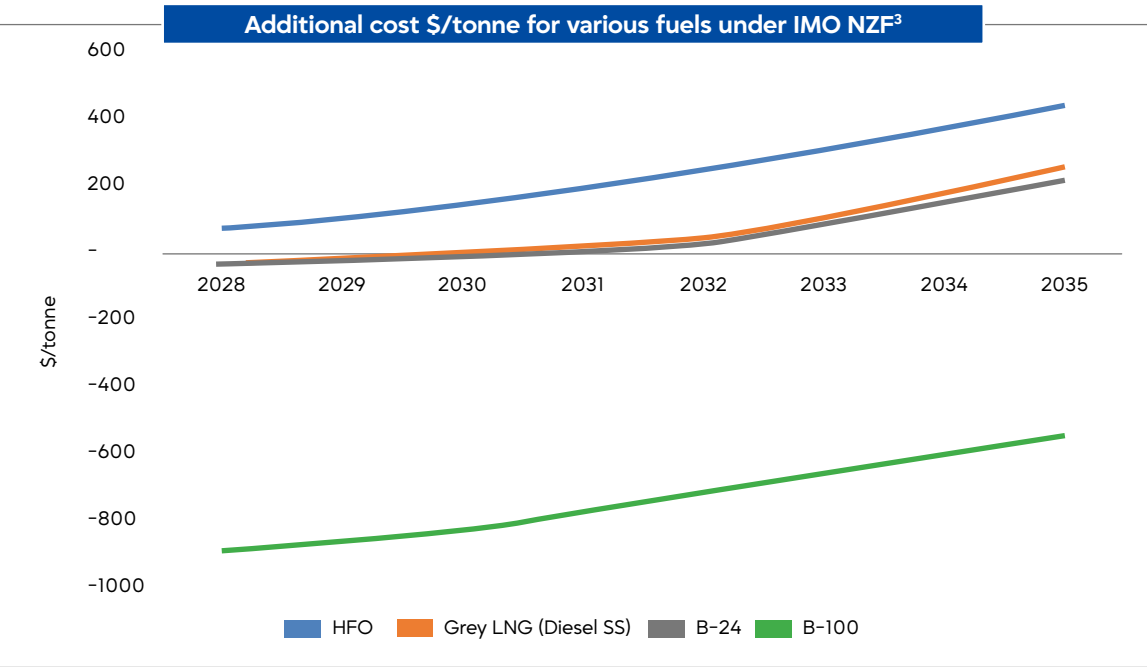
Comparison of fuels under IMO NZF: HFO, Grey LNG (Diesel SS)² and biofuels

The Greenhouse Gas Fuel Intensity (GFI) values for different fuels vary, which can create either a deficit or a surplus of compliance units under the IMO NZF.

Denotes: ¹ FPSOs (floating production, storage, and offloading units) and FSUs (floating storage units) are specialised off-shore vessels used in the oil and gas industry to process and store LNG.

Comparison of fuels under IMO NZF: HFO, Grey LNG (Diesel SS)² and biofuels

The Greenhouse Gas Fuel Intensity (GFI) values for different fuels vary, which can create either a deficit or a surplus of compliance units under the IMO NZF.



Source: Drewry

Burning HFO will be subject to penalties from “Day 1” of the IMO NZF implementation, but it could remain compliant if blended with higher grades of biofuels. Grey LNG will also be penalised in the coming years (around 2029, depending on the GFI value considered) and, therefore, it must be blended with bio-LNG to remain compliant. B-100 biofuel will be compliant beyond 2035 under IMO NZF.

Delay in NZF adoption, but green signals continue; proposed recommendations for various stakeholders

The above draft text was up for adoption through a round of voting during the extraordinary MEPC session of October 2025. However, the IMO’s efforts to develop mid-term measures through the NFZ did not proceed as anticipated. A majority voted in favour of a “one-year delay” in deciding whether to adopt the framework.

Despite the postponement, the IMO’s overall GHG strategy (2023) remains in place, and decisions will continue to drive the GHG emission-reduction targets outlined in the strategy. The decarbonisation drive is supported by regional regulations, companies’ internal targets and their commitment towards customers, and push from various stakeholders such as financial institutions, charterers and insurers.

Denotes: ² It is to be noted that LNG has different tank-to-wake GHG emissions for different engine technologies available in the market, using various mechanisms for burning LNG in the engine. (Diesel SS corresponds to Diesel slow-speed engines)

³ The GFI intensity is considered similar to FuelEU Maritime values



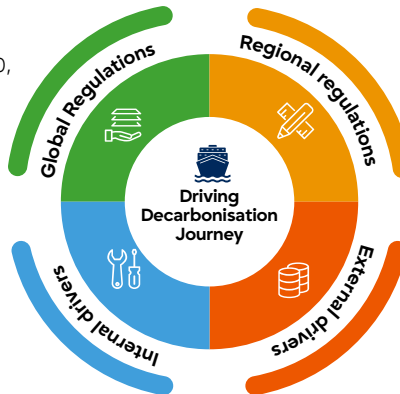
Driving Decarbonisation journey

IMO's strategy and short-term measures

- GHG reduction targets already adopted by IMO (for the year 2030, 2040 and 2050)
- Short-term measures (CII) already enforced
- Data collection platforms established

Company's internal targets

- Internal targets of various companies
- Companies' green commitment to the customers
- Companies' ongoing projects and invested capital into green technologies



EU regulations

- Already enforced market-based regulations (EU ETS and FuelEU Maritime)
- Established data collection platforms
- Well-defined and documented penalties
- Strict implementation
- More upcoming regional regulations

Other drivers

- Push from financing stakeholders
- Push from end customers
- Push from charterers
- Push from marine insurers

Source: Drewry

Green signals continue unabated, despite the delay in NZF adoption

Despite the drivers mentioned above, the shipping industry recognises the need for a single global framework and for bridging the price gap between conventional fuel and zero- and near-zero-emissions (ZNF) fuels.

Post the delay in the adoption of NZF, there are a few developments that give a clear indication of the continuing decarbonisation journey.

- Of the 13 suppliers that had applied for the license to supply methanol bunkers in Singapore, three were selected in November 2025. The large number of applications indicates that bunker suppliers anticipate high future demand.
- The Global Centre for Maritime Decarbonisation (GCMD) announced the world's first vessel retrofit fund using a "pay-as-you-save" model and named it the Fund for Energy Efficiency Technologies (FEET). Shipowners would be offered up to 100% upfront financing from this fund for retrofitting energy-efficient technologies and devices to improve a vessel's efficiency, with repayments linked to the savings generated by the installed technology. This is expected to encourage many shipowners to take the significant next step of investing in such equipment, while minimising repayment risks.
- Shipping giant NYK revised its "Green Bond Framework" to "Green/Transition Finance Framework" to become eligible for receiving not only bonds from investors but also loans from financial institutions. The shipping company plans to invest approximately JPY 450 billion (USD 2.9 billion) by 2030 to decarbonise various aspects of its operations and use these bonds/loans to fund future investments.
- The delivery of the world's first mono-fuel alternative fuel vessel (operating on methanol/ethanol) in China indicates the customers' growing confidence in the alcohol-based fuel and its availability.

Note: The withdrawal of the United States from the Paris Agreement and its view on the IMO's NZF regulation have created significant headwinds in global efforts to curb emissions.

A glimpse of global measures and regional regulations

Carbon intensity indicator (CII)

During the MEPC 83 in April 2025, the carbon intensity reduction factors were reviewed. From 2027 onwards, the annual growth in the reduction factor⁴ has increased from 2% (at present) to 2.625%, which will result in a reduction factor of 21.5% by 2030 (up from 11% in 2026), reflecting the IMO's commitment to progressively address the GHG emissions from shipping.

EU ETS⁵

The EU ETS applies to ships of 5,000 GT and above, and requires vessels to purchase European Union Allowances (EUAs) equivalent to the absolute GHG emissions during the year. The available EUAs in the market will be reduced every year to drive down emissions. The EU ETS was implemented in three phases, whereby 40% of carbon emitted (CO₂ emissions) was under its scope in 2024, increasing to 70% of carbon emitted (CO₂ emissions) in 2025.

From 1 January 2026, other greenhouse gases (CH₄ + N₂O) have also been included, in addition to CO₂. Shipping companies will be required to submit allowances for 100% of their GHG emissions (CO₂ + CH₄ + N₂O) for all voyages for their visit to the EU/EEA⁶ ports (including port emissions during operations). Overall, EU ETS-related costs are expected to increase substantially in 2026, depending on the market price of EUAs, which is approaching an all-time high.

UK ETS

The UK has developed policy details to include its domestic maritime GHG emissions under the UK ETS from 1 July 2026. This regulation applies to vessels of 5,000 GT and above that undertake domestic voyages among UK ports.

FuelEU Maritime⁷

The FuelEU Maritime Regulation applies to all commercial vessels of above 5,000 GT, requiring the life-cycle GHG intensity of fuel (GFI) is expected to decrease from 2% in 2025 to 80% in 2050. This means that all vessels running on conventional fuel are required to pay a penalty.

This regulation applies to vessels calling ports in the EU/EEA. It is worth noting that in the long run, FuelEU Maritime will have a far greater financial impact than the EU ETS.

Future of decarbonisation in maritime shipping

The IMO NZF (if adopted) could be the first global regulation to include a GHG pricing mechanism. However, the decarbonisation targets will be driven by the IMO's 2023 GHG strategy, and meeting its 2030 sub-target seems challenging. Other countries are considering establishing their own ETs after the successful revenue generation through the EU ETS. The deferred implementation of the IMO NZF can delay dual-fuel newbuildings, as vessels with ready status will be preferred.

The demand for green fuels will weaken in the near future, and charters will likely postpone agreeing on a premium for long-term dual-fuel vessel charters due to uncertainty surrounding the adoption of global regulations. The chicken-and-egg dynamic persists between the demand and supply of alternative fuels. While these fuels will be adopted in the long term to run dual-fuel ships, early movers such as shipowners will benefit from the upcoming regulatory frameworks. A strategy needs to be formulated for constructing newbuilding yards for building dual-fuel vessels and repair yards for carrying out dual-fuel retrofits.

Ports may delay their plans for developing bunkering infrastructure for low-emission fuels due to the delay in NZF adoption, while engine designers will require significant developments to comply with future requirements. Any lack of regulatory clarity could hinder the development of new products. The retrofitting of energy-saving devices (ESDs) and propulsion-improving devices (PIDs) is still expected to continue at the same pace, but their demand will not increase at the pace initially expected. However, if the IMO NZF framework is implemented in due course, it will incentivise low-emission ships. Similarly, national and regional governments are providing grants for clean fuels and green technologies to sustain momentum toward decarbonization.

Denotes: ⁴ Reduction factor relative to 2019

⁵ Offshore vessels (5,000 GT and above) will be included in the EU ETS scope from 2027. However, the inclusion of offshore vessels in the 400–5,000 GT range have not yet been decided and will be determined during the EU ETS review in 2026.

⁶ EEA stands for European Economic Area. The EEA, comprising 30 countries (27 EU Member States, Iceland, Liechtenstein, and Norway), aims to strengthen trade and economic relations among its members.

⁷ There are no major updates for the FuelEU Maritime regulation in 2026, but it is mentioned here just to keep the readers informed.

⁸ 'Ready status' ships are those vessels that are equipped with provisions to enable future engine retrofits for alternative fuels like methanol, ammonia, or LNG.

BEHIND THE REPORT

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Dr. Subrata Kumar Behera with an industry experience of 18+ years is well versed in international trade and transport. He works in the container and ports team at Drewry. He has worked on the India and other emerging market Container Business Analysis. He is a Doctorate from the School of International Studies, Jawaharlal Nehru University, New Delhi. Besides his doctoral thesis, he has number of research publications to his credit.

Drewry is proud to be associated with Maritime Gateway as Knowledge Partner for South Asia Containers Market Report 2026. It is our pleasure to present this white paper.

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50% Less time spent by trailer

15% Reduced fuel

5 Seconds for gate in and out



Gate In

- RFID-based universal e-seal reading and count detection
- Automatic ISO code recognition for containers
- OCR-based hazard code detection (Class 1-9)
- 360° container damage capture and grading
- Auto-generated reports with email sharing



In Yard

- Optimized task sequencing to reduce moves and shuffles
- End-to-end time analytics for road and rail
- Smart equipment allocation across yard assets
- Schedule examination requests and internal jobs



Gate Out

- Automated boom barrier with container verification
- Digital task creation with real-time alerts
- Damage report comparison between in and out
- Faster container and trailer evacuation

